SELECTIONS

FROM

THE RECORDS

OF

THE MADRAS GOVERNMENT

Published by Authority.

No XLVII.

REPORT

ON THE

DISTRICT ROADS.

FOR

1855—56.

Madras:

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1857.

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Letter from Colonel C. E. Faber, Chief Engineer ; to J. D. Bourdillon, Esq., Secretary to Government, dated 23rd December 1856, No. 9095.

SIR,

I have the honor to submit for the consideration and orders of the Right Honorable the Governor in Council, the accompanying reports from the Collectors of the Districts noted in the margin, on roads and communications for the year 1855, and the first four months of 1856. As most of these roads have been already mentioned in the Progress report lately prepared for the Government of India, and will be also noticed in the report on the operations of the Public Works Department, called for in paras. 11, 12, and 13 of the Code, and now nearly ready for submission to Government, it is unnecessary for me to do more than offer a few brief remarks upon the documents now forwarded.

Ganjam February 28th 1856	July 16th	1856.
Vizagapatam	June 24th	do.
Rajahmundry	July 9th and 22d	do.
Masulipatam	June 24th	do.
Guntoor	May 22d	do.
Nellore	July 18th	do.
Cuddapah 11th July 1856.	Aug. 2nd	do.
Bellary	July 2nd	do.
Kurnool	July 3rd	do.
Chingleput	May 23rd	do.
North Arcot	Oct. 28th	do.
South Arcot	July 4th	do.
Tanjore January 26th 1856 and	April 7th	do.
Trichinopoly March 26th 1856 and	June 25th	do.
Madura	May 13th	do.
Tinnevelly June 12th and	Dec. 31st	do.
Coimbatore	June 24th	do.
Salem July 22d 1856 and	Aug. 28th	do.
Canara July 17th 1856 and	Nov. 10th	do.
Malabar	April 25th	do.

2. Before proceeding however to consider the several District Reports, it is desirable, I think, to solicit the attention of Government to the opinion commonly entertained by the Collectors, that the preparation of the road reports, agreeably to the orders of Government of the 11th January 1853, would have formed one of the duties of the District Engineer. It was owing indeed, to this belief that Mr. Whittingham's report, for which all the others have been detained, was withheld until the end of October, when the business in the Central office did not admit of its being taken up. I am anxious to express my own opinion, for the favorable consideration of Government, that it is very undesirable to relieve Collectors of their present duty of reporting on the state of the communications in their Districts; and so far from thinking that

the transfer of the executive should cause their exemption from reporting annually on the roads, I am clearly of opinion, that, whether as a means of obtaining the judgment of functionaries so well able to arrive at correct conclusions, or as a means of increasing the personal interest which Collectors usually take in the state and progress of the communications of their Districts, it would be better in every respect that the reports should be prepared as they now are, and be forwarded by the Collector, as soon after the close of the *official* year as may be found practicable.

GANJAM.

3. The report of the Collector of Ganjam is dated so long ago as February last, and has reference to the state of affairs at that time, which, in many respects, was different from the existing post re. The Collector has adhered to the Calendar year, though the substitution of the Official Cycle has often been enjoined, and the accompanying statement of work is unfortunately so tabulated, as only to show the total outlay on each grant, without exhibiting the actual expenditure of the year.

4. The roads throughout the above District are still under construction, but the traffic on them is already very considerable. The Collector suggests the desirability of employing a staff of road lascars in order to rake kunker or broken stones into worn out bandy tracks, and do other petty repairs, assisted, if necessary, by coolies; a proposition, which is simply another form for the process carried on by the former Trunk road Department on the allowance for maintenance. The Chicacole bridge has been completed, and the new roads through that Town are in progress, as is the Itchapore bridge, whose arches were being turned when Mr. Knox wrote. The road between Rambah and Berhampore is now in very fair order, and so is that between Aska and Berhampore. Lieutenants Harington and Phillips advocate the extension of the new line of road from Kimedy to Calingapatam as far as the latter town, instead of stopping at the point where it joins the main Trunk road No. 6. This extension, the Collector considers, desirable, and the project was recommended to Government in my application of the 9th December 1856, branch roads to Barwa and Sonapore are also much wanted.

VIZAGAPATAM.

5. The Collector states, that none of the roads projected in this District in 1853 have yet been completed, or rendered fit for traffic,

even as regards their earthwork and metalling; that the road Department is not in a satisfactory state, and that too much was apparently attempted to be performed at once with very inadequate establishments, the result being that the province is reticulated with lines in a partial state of formation, and not a single line of magnitude is finished; while the completion of many is likely to be postponed for some, if not indeed for an indefinite period. The whole of Mr. Smollett's report will be perused, I apprehend, with regret, and that gentleman is apparently as little satisfied with what has hitherto been attempted, as he is desirous of more being undertaken, I am afraid, it must be admitted, that the road management in Vizagapatam has not been on a satisfactory footing during the period under review.

RAJAHMUNDRY.

6. The road through the hill Talooks of Juddunghy is in progress, and will be of great assistance to the Local Officers in preserving peace and good order, and in developing the resources of that part of the country. A new road from Samulcottah to Cocanada is very much needed, and the Collector strongly advocates the early authorization and speedy commencement of the same. The Canal connecting these important towns having been authorized, a road might probably be constructed on the surface of the dyke at a comparatively small expenditure, and the material for its future maintenance be conveyed by boats inexpenisvely whenever required.

7. In the Sub-division of the District, cross communications are much required. A passable road from eastward via Dodeputla; and towards Masulipatam, via Bheemanaveram; and from Nursapoor to Veeravasaram are much needed, as also a good cross road from Veeravasaram to Attely, and a new road through the Tademulla Talook to Niddavole, but the attention of the District Engineer having already been called to the consideration of these projects, I have recently had the honor to submit estimates with my recommendation for the sanction of Government.

MASULIPATAM.

8. The only improvements made to the roads in this country are, the commencement of the repairs of the Hyderabad road from Ibrahimpatam to Madeveram on the Nizam's frontier, the clearing of a few tracks from one village to another, and the partial formation of a road

from Goodewada to Parrimannoo on the Trunk road leading from Bezoarah to Masulipatam; the portion of this line already finished, having proved very serviceable. The great desideratum of a good road between Bezoarah to Masulipatam it has now been projected by Captain Orr to supply, by deserting altogether the former low and unmanageable route, and by constructing a new road on the top of the embankment of the new Canal connecting the two places. The Civil Engineer's proposal has been sent for the Collector's early report.

9. The newly sanctioned line from Ellore to Chintalapoody is in abeyance, in consequence of the recent orders of Government to stop all works not commenced on the 1st May 1856.

GUNTOOR.

10. The Collector states that the construction of the three bridges over the Sandole channel from Poonoor to Tennaly was suspended, owing to the incompleteness of the arrangements for the proposed Kistnah channel, and that the inconvenience in consequence has been very great. The Butteprole bridge over the Nellattore channel, and the bridge over the salt Nullah near Carlapollem are both alluded to as having fallen, but the reason of these failures is not stated in Mr. Newill's letter. The construction of the platform bridge over the Coommamoor channel has also been delayed from the incompleteness of the arrangements for the Kistnah channels. The other sanctioned estimates for road and tunnel works have been either completed, or were in progress, and bills of expenditure have been promised for the former in due course. The report is upon the whole meagre and destitute of particular interest.

NELLORE.

11. Mr. Elton's report of the road works in the Nellore Collectorate, although of no great length, will be perused with considerable interest, showing as it does, that for a highly convenient and even complete system of main roads throughout the District, funds only are required, in order to complete the present excellent lines, on which some progress has been already made.

12. Of the three lines of road sanctioned by Government on 27th January 1854, the northern between Ongole and Cumbum is the only one that has made any very considerable progress during the past year; this line is likely to prove of great advantage, but it ought to be extended to

the coast at Cottapatam, the most important trading port in the Nellore District. The progress made in Trunk roads Nos. 6 and 7 is highly satisfactory, and the short line of road connecting the Northern Trunk road with the town of Ramapatam, which is being constructed out of the discretionary allowance will be of great benefit to the trade in firewood between the jungles and that port.

13. The intermediate east and west lines to connect Cuddapah with the coast viâ the Dorenall pass and Budwail, have languished for want of money grants. A special sanction, however, for completing the road between Kistnapatam and Nellore was granted for this distance; and again from Nellore to Sungum with the new bridge over the Bee-pairoo; the road is open and found of much use. But on the Southern line connecting Cuddapah with Goodoor via Raupoor Ghaut, very little has been accomplished and the route as yet is only practicable for Bullocks.

Cuddapah.

14. The works executed in the District during the past Official year, being almost exclusively of improvement or formation, the Collector does not enter into any detailed notice, but refers to his report on Public Works for the necessary information. It may however, be stated generally, that want of funds has imparted a very non effective and unsatisfactory character to the road operations throughout the Cuddapah District, the money supply having failed, just when the working arrangements held out full promise of success.

Bellary.

15. The Collector of Bellary has not felt himself called upon to enter into any description of the road operations in his District, but contents himself with making a reference to his figured statement. As this, however, is found to exhibit a total expenditure during the 16 months, from 1st January 1855, to 30th April 1856, of Rupees 2,14,458, it would have been interesting to have learnt from Mr. Pelly, the results of so considerable an outlay in a Distrect whose communications have long and notoriously been defective. The Collector observes, however, that no new lines have been undertaken, and that the expenditure has taken place in making improvements on previously existing roads.

Kurnool.

16. No new line has been constructed during the past year in this District, the expenditure incurred having been laid out in repairing

and extending the roads previously begun in 1854. Two bridges on the Ghooty line are completed; and one at Yeldoorty, and another at Kurnool, are in course of erection. The line No. 3 from Kurnool to Paniem has been completed, and trees are being planted all along the newly made roads. The total outlay during the 16 months has been Rupees (77,495) seventy-seven thousand, four hundred and ninety-five, and Captain Russell anticipates great benefit from the completion of the Nundy Canama pass and from the Kurnool District being connected with Guntoor and the Eastern Coast.

CHINGLEPUT.

17. Most of the roads in progress during the previous years have been completed in 1855, by the Collector's Department, and the remaining work is now in charge of the professional Executive. The cross roads provided for in the Budget of 18[illegible]-57 will, when completed, place this District, the Collector reports, in a suitable position as regards its lines of communications.

NORTH ARCOT.

18. There have been 5 roads completed in this District during the 16 months ending 30th April 1856, two of which are said to be of great public utility and benefit. Nineteen roads are in course of execution, eight not yet commenced and 17 are awaiting the sanction of Government. A tabulated list of these works is given in the statements A and B which accompany the Collector's letter; and it will be seen that rapid progress has been made towards the completion of the works which were under formation in 1855. The road from Vellore to Pennatoor was transferred from the Collector's charge to the road Department by order of Government, under date the 9th September 1854.

SOUTH ARCOT.

19. The sums expended during the year 1855-56 from the general revenue, have amounted to Rupees 28,196, and they were all spent in opening out new lines of communications, and in improving and repairing those already in existence, 150 miles of road have thus been under construction and improvement during the above period independently of the works executed from the Anna road fund, regarding which, the Collector states, he had submitted a separate report through the Board of Revenue. At the present moment, there seems at length

every prospect of the District becoming gradually well provided with roads and communications, which will of course add materially to the prosperity of the province.

TANJORE.

20. The total expenditure on roads and communications of this province in 1855 amounted to Rupees 1,56,917 of which Rupees 20,000 were charged to the Collector's discretionary allowance, and the rest to the head of occasional works; the former sum was appropriated in repairing 39 different roads, and 23 road tunnels; in erecting 34 new tunnels, and in constructing a small bridge. The occasional expenditure was made on earthwork, in repairing 27 old tunnels; and in erecting 284 new ones; and in constructing wholly, or in part, 27 small bridges. The Collector argues that the present allowance is wholly inadequate to keep the numerous Tanjore roads in good order, and solicits sanction for an additional sum of Rupees (9,563) nine thousand, five hundred and sixty-three for the maintenance of the road from the grand annicut to the Coleroon in Sheally, and that from Tanjore to Negapatam. This application was specially brought to the notice of Government in my letter of the 3rd May 1856, and was sanctioned in Extract Minutes of Consultation 19th May 1856, No. 727.

TRICHINOPOLY.

21. The roads in this District are in very fair order, and far above the generality of communications in the neighbouring Zillahs. The made roads extend over a distance of 121¾ miles, and for their maintenance, Government have allowed a sum of Rupees (7,465) seven thousand, four hundred and sixty five, per annum.

MADURA.

22. The roads generally in the Northern and Western parts of Dindigul are not in good order, but for the repair of some of them, provision has been made in the budget of the Current year and the works will be shortly undertaken. The two rivers Munjelar and Vencatadrycottay are still unbridged, the bridges formerly erected over them having fallen. The Collector states that the renewal of these bridges, and also the construction of one near Peria Colum are much needed. The District Engineer's attention will be called to this subject, in order that the works may be provided for in the budget of 1858-59. In the Madura portion of the District, a new bridge over

the Goondar river has been completed on the most important road in it viz. No. 4, and the Vygah is the only river that still remains to be bridged; for this, however, an estimate has already been submitted, and received the sanction of the Government of India on the 11th July 1856, as per Extract Minutes of Consultation 12th August 1856. The important salt road No. 16 has hitherto been much neglected, but provision is reported to have been made for its repair in the budget of the ensuing year.

TINNEVELLY.

23. Independently of the principal Northern road No. 4, on which the largest outlay has been incurred, amounting to Rupees (30,871) thirty thousand, eight hundred and seventy-one, those communications on which the most considerable improvements were made last year, are the roads numbered 9 and 10, the former leading from Palamcottah due west to Tencassy and the latter from Tencassy, almost south to Panagoody and the Arambooly lines.

24. On road No. 8, a platform bridge of 18 feet × 4½ feet has been built across the Palica channel; and a new road between Trichendoor and Oodungody is in course of construction.

25. The Collector states that if the discretionary allowance at his disposal be increased by the addition of (5,000) five thousand Rupees, he will be able to effect a much greater amount of miscellaneous improvements than he is able to do with his present means. This increase was applied for by him in a letter* dated 11th December 1855, which I regret to say has been overlooked in the office of the Superintending Engineer of the Southern Circle. It is however, now forwarded for the consideration of Government, with my earnest recommendation that the addition applied for may be sanctioned.

* Enclosure in a letter from the Collector dated 11th December 1856, No. 1536.

COIMBATORE.

26. The road from Coimbatore to Metapolliem which was frequently injured by freshes in the Sunganoor Nullah, has been repaired at considerable expense, and is now in tolerable order, though it has been necessary to provide further waterway for the permanent security of this important line; and a project for an additional bridge is now before Government. The allowance for the Guzzlehutty ghaut and roads viz. Rupees (200) two hundred, is stated to be quite inadequate to keep

the ghaut in common repair, or practicable even for loaded bullocks, and the Collector recommends that this allowance may be increased. Considering that the above line is about 49 miles in length which gives an average of only 4 Rupees per mile, there cannot, I think, be a doubt as to the utter insufficiency of the present allowance, which I would therefore recommend should be increased at least to Rupees (500) five hundred.

27. The large bridge across the Bhowany river at Suttiamungalum has been finished. The communications of this District generally are believed to be in tolerable good order from the exceedingly great attention paid to their preservation by the Collector.

28. The expenditure on roads and bridges in the low country in 1855 amounts on an average to Rupees 50 per mile, while on the Neilgherries it is Rupees 97. The average upon the whole gives Rupees 55 per mile.

SALEM.

29. The Trunk road No. 5 has remained during the year in the same bad state as was described in last year's report, but an estimate for repairing it has been sanctioned since the close of 1855, for Rupees (24,000) twenty-four thousand. The branch road between Yadapaudy and Sunkerrydroog is nearly completed. The Topoor pass is quite finished, as also two bullock roads from Yercaud to Darampoory and the Salem side of the Shervaroy Hills. Repairs to the extent of (1,766) one thousand, seven hundred and sixty six Rupees have also been performed to certain roads, and several bridges and drains have been constructed.

CANARA.

30. Both the Collector and Sub Collector of this District have submitted very interesting reports on the state of the roads and communications in their respective charges, and the former has added a neat Map in illustration of the improvements effected during the period under review. About 35 ghauts and roads in the aggregate have been under repair, or in progress in the above period, and their condition generally is satisfactory, none of the works however seem to require detailed notice.

MALABAR.

31. Trunk road No. 5 from Walliar to Ponany is described to be in a bad state, as also the road from Walliar to Palghaut, which has not

been metalled, the present condition of all the cross roads is said to be extremely bad excepting the road from Tanoor to Poodiangaudy and that from Tanoor to Pooraparamba. The road from Tellicherry to Cananore as well as the drain and bridges thereon are also in good order. The annual work of deepening the Sultan Todoo Canal was in course of progress at the date of the Collector's report.

32. I beg to append a general Statement of the works in progress during the period to which this report refers.

From William Knox, Esq., Acting Collector of Ganjam, to Colonel C. E. Faber, Chief Engineer, dated 28th February, 1856.

SIR,

1. The accompanying list will shew the progress made in the past year.

2. I have but little to add to the reports of former years. The roads in the district are still only being made, enough has been done to shew their value, the traffic being very great on all. I met 127 bandies the other morning riding into Berhampore between 6 and 8 o'clock, the consequence is of course great wear of the roads more particularly in places newly raised and metalled or on new roads; bandies will follow each other in strings and the road gets very much cut up. It is impossible for the superintendent to see to these places being at once repaired and the evil increases by the delay. I would suggest therefore with all deference to professional opinions that a staff of road lascars be kept up each man to have charge say of 10 miles whose duty it should be to rake kunker or broken stones into the bandy tracks, and do other petty repairs assisted if need be by coolies.

3. I had the pleasure to see the progress of the Chicacole bridge and the new roads making through the town which I am sure will be as beneficial to the general health of the town as to the traffic of the district, I also saw the Itchapoor bridge, the arches of which were being turned. The road between Rumbah and Berhampore is now in very fair order and so was what I saw of the road between Aska and Berhampore.

4. I observe that both Lieutenants Harrington and Phillips advocate the opening of the road from Kimedy the whole way to Calingapatam instead of stopping where it joins the main trunk road.

The original design was to have brought the road by Byree to the sea, but as the line here has been altered I would most strongly advocate the extension proposed, indeed in my humble opinion the roads that are most likely to be of use are feeders from the main line to the ports along the coast. The traffic between one extreme of the district and the other is not so very great. It is the carting down produce from the interior to the sea that swells the returns and which should be provided for by branch roads for this is the traffic that by enriching the ryot makes the best return to Government for the outlay. Roads of this sort to Barwa and Sonapore are greatly wanted.

5. I had hoped to have expended the small balance of discretionary allowance on a road between Gopaulpoor and Chetterpoor by which the tappal comes; but unfortunately the estimate was lost and before I could get a new one and a contractor for the work the year was ended.

I have, &c.

(Signed) W. KNOX,

Acting Collector.

Tabular Statement of

No.	Roads.	Date of recommendation of Collector.	Date of return of Estimate to Civil Engineer.
1	Annual repair of the Road between Berhampore and Gopalpore.	27th May 1850.	29th Sept. 1852.
2	From Chicacole to Calingapatam	2nd Sept. 1851.	"
3	Russelcondah to Koinjore by Chalee and Tentelghur	"	"
4	Berhampore to Russelcondah	"	"
5	For the construction of Bridges, &c. on the road from Itchapore Dendagedda to the Bengal frontier	"	"
6	No. 6 Trunk road from Bimlipatam to Itchapore	"	"
7	From the town of Palcondah in Vizagapatam district to the Village of Gaurah in Ganjam with a branch connecting Palcondah with the Port of Calingapatam from Chintada to Chicacole	"	"
8	From Purlakimedy to the port of Poondy	"	"
	To be borne by the Purlakimedy Estate. From do. to do.	"	"
9	From Purlakimedy to Madapam	"	"
	To be borne by the Purlakimedy Estate on account of Do. to Calingapatam.	"	"
10	For the completion of the portion of the Trunk road No. 6 between Itchapore and Hoommah	"	"
11	For repairing the 40 miles of road between Chicacole and Sunthoshapoorum for one year	"	"

Roads, for the year 1855.

Date of Government Sanction.	Amount of Estimate.	Amount of work performed.	Amount of work remaining to be performed.	Remarks.
	Rs.	Rs.	Rs.	
28th Jan. 1853.	5,302 5 8	5,302 5 8	,,	Paid in full.
8th April 1853.	10,946 9 0	11,229 13 10	,,	Completed; the amount actually expended in excess of the original estimate, viz. Rs. 12,265-14 was sanctioned in Extract Minutes Consultation 29th Oct. 1855 No. 611.
15th Dec. 1853.	28,700 0 0	18,000 0 0	10,700 0 0	Lieut. R. K. Macquoid.
19th Do. Do.	1,42,246 0 0	1,16,102 10 6	26,143 5 6	Do.
3rd Nov. 1853.	39,567 0 8	39,567 0 8	,,	Under the Superintendence of Lieut. Palmer.
10th April 1854.	90,973 7 6	40,000 0 0	50,973 7 6	Do. Do.
15th Aug. 1854.	41,452 4 7	25,035 9 11	16,416 10 8	In charge of Lieut. Magnay.
Do.	20,674 13 5	14,016 4 0	30,011 5 0	Under Lieut. Meyer.
By Commissioner N. C. 4th April 1854.	23,352 11 7			
15th Aug. 1854.	25,258 12 1	38,442 0 6	12,969 9 0	In charge of Lieut. Philipps.
By Commissioner N. C. 4th April 1854.	26,152 15 2			
12th July 1855.	12,169 4 5	12,169 4 5	,,	Under Lieut. Palmer.
23rd Do. Do.	2,000 0 0	1,774 4 7	,,	Unexpended balance Rupees 225-11-5 repaid into the treasury by Lt. Palmer by whom the work was executed.

Tabular State-

No.	Roads.	Date of recommendation of Collector.	Date of return of Estimate to Civil Engineer.
12	Repairs of the High Northern Trunk road to Bengal frontier....................	2d Sept. 1851.	29th Sept. 1852.
13	Chicacole Bridge..................................	"	"
14	Discretionary allowance..........................	"	"
	Expenditure by the Collector.		
	Balance of the Aska Town road.................	....	....
	Paid for work done in excess...................	....	....
	Paid for the repairs of a road in Chetterpore.	....	....
	Balance of a road constructed in Chetterpore	....	....
	Paid for the repairs of the Borongonullah on the road leading to Russelcondah...	....	....
	Repairing a road in Banpore..................	....	....
	Expenditure by the Principal Assistant Collector in the Sub Division.		
	Balance of work in last year....................	....	....
	Repairs of roads in the Town of Chicacole.	....	....
	Repairs in the town of Chicacole to prevent it from being flooded during the freshes—Estimate forwarded to Chief Engineer with letter 15th December 1855, No. 284..............................	....	....
	Expenditure by the Assistant Agent Mr. Macdonald at Russelcondah.		
	For road leading to Bejjepootty.............	....	....
	For clearing the bushes on the way leading to Mojagadah........................	....	....
	For repairing a road in Russelcondah.......	....	....
	Repairing a bridge on the road leading to Nowgam....................................	....	....
	Repairs of the road to Koollada, &c.........	....	....

Chutterpore,
27th February, 1856.

ment, &c.—(concluded.)

Date of Government Sanction.	Amount of Estimate.	Amount of work performed.	Amount of work remaining to be performed.	Remarks.
	Rs.	Rs.	Rs.	
3rd Nov. 1853.	3,600 0 0	3,600 0 0	"	Disbursed to the native superintendent under instructions from the Civil Engineer.
7th Feb. 1854.	29,285 2 10	39,333 11 1 (for both rows)	"	Under Lieut. Palmer.
5th April 1855.	10,048 8 3			
3rd Nov. 1853.	1,500 0 0	1,402 10 6	"	
....	500 0 0			
....	183 9 0			
		683 9 0		
....	....	37 2 7		
....	....	8 0 4		
....	....	94 9 4		
....	....	8 14 6		
			832 3 9	
....	....	2 7 0		
....	....	295 7 6		
....	....	102 0 5		
			399 14 11	
....	....	33 4 10		
....	....	10 4 1		
....	....	25 8 6		
....	....	13 12 6		
....	....	87 9 11		
			170 7 10	
				Rs. 1,402 10 6

W. KNOX,
Acting Collector.

From P. B. Smollett, Esq., Collector of Vizagapatam; to Colonel C. E. Faber, Chief Engineer, dated 24th June, 1856.

SIR,

1. In reply to your call for a report upon Roads and Communications in this District for 1855, I have the honor to state that I was in hopes that it would have been found unnecessary to call upon the Civil Department to report annually on works that must be constantly and fully brought under the Chief Engineer's notice by the Scientific Officers employed upon them. In point of fact I am not in a position to afford any more important information than is shewn in the figured Statement forwarded from my Office under date the 19th March last.

2. None of the Roads projected in this District in 1853, have been completed or rendered fit for traffic even as regards their earth-work and metalling. The Roads from Palcondah to Cheepoorpilly and from Parwatipoor to Palcondah in the direction to Calingapatam have had the earth-works and metalling done as far as the Estimates admitted; and during the past year Estimates for masonry-work to the extent of Rupees 41,478–4–3 have been sanctioned. But the Roads themselves have only been partially formed, and as nothing is apparently contemplated to be done upon them, till the season of 1857-58 they cannot be said in their present state to offer any great facilities for the developement of the traffic and resources of the District.

3. The same observations are applicable to the two cross-roads from Golgondah to Nursapatam and Thallapollem, and from Nursapatam to Nuckapully. Where the country is favorable for the construction of the Road, a considerable portion of the first of these lines is in good order gravelled and metalled and the Nullahs temporarily bridged. The line from Nursapatam to the Trunk Road viâ Thallapollem is a valuable one and should be completed with the least practicable delay. The line by Nuckapilly is I think of less consequence, and might be deferred till a more convenient season. I regret to see that it is not even proposed to do anything towards the completion of this Road in the season 1857-58.

4. The Road from the Tautipurty Ghaut in Madagole to Ankapilly has had the earth-work partially completed for some miles. It is now left unheeded in great measure, without any immediate prospect of completion, and of course it will deteriorate from neglect.

5. The Road from Vizagapatam to the Southward viâ Punchadarlah and Pullapurty has been made and is in good order for seven

miles out of Vizagapatam to Gauzewakah. It has been recommended to complete this Road at a cost of 45,780 Rupees in 1856-57. In my judgment this Road is not much wanted, and all the advantages promised by it, would be much more cheaply obtained by a line from Gauzewakah to Ankapilly which has been estimated for, and which is very necessary to connect Vizagapatam with the great Trunk Road.

6. The Road across the swamp from Vizagapatam to the Southward viâ Nabobpett and Aganumpoody has been in most part destroyed, and I believe that that line selected by Captain Rundall has been abandoned for a higher line recommended by Major Birdwood.

7. The other Road from Vizagapatam to Chittivulsah viâ Vamoolavulsah is practicable for conveyances and in fair order. Bridges over two or three streams are still incomplete, and in a few places the line is in want of repair. The expense of repairing Roads in this District is still unascertained. I believe that in no instance will the sums set aside by Government be found even half sufficient.

8. The Road from Chittivulsah to Vizianagrum (originally made by the Rajah of Vizianagrum) is extensively used for traffic. The allowance however made for its annual repair was very inadequate, and it was fast getting into disrepair. At my instance Major Birdwood framed an estimate for putting it in complete repair at a cost of nearly 6,000 Rupees, and the Rajah of Vizianagrum has liberally placed that sum at the disposal of the Scientific Department for that end. The small bridge near Chittivulsah destroyed some years ago is still unbuilt.

9. In conclusion I must observe that the Road Department in this district is not in a satisfactory state. Too much was apparently attempted to be performed at once, with very inadequate establishments. The consequence is that the province is reticulated with lines in a partial state of formation. That no single line of magnitude is finished, and that the completion of many of the Roads seems now to be indefinitely postponed.

10. The first four months of 1856 do not afford matter for further observation.

I have the honor to be,
Sir,
Your most obedient Servant,
P. B. SMOLLETT,
Collector.

Vizagapatam, Collector's Office,
24th June, 1856.

Statement of improvements and repairs to Roads sanctioned by Government, for the

Number.	Particulars of Works.	Date of Sanction.	Works Sanctioned by Government and completed.					
			Amount of Estimate.			Amount actually expended.		
1	Constructing 3 Bridges on the new road leading from Vizagapatam to Vamodavulsah..........	29th April 1854...	0	0	0	0	0	0
2	Road from Tautipurty to Jeypoor..	13th Dec. 1853..	10,000	0	0	7,149	1	6
3	Do. from Parvatipoor to Do. ..							
	Six Special Roads for affording employment to the people during the scarcity, including the Superintendence, for one year, viz.							
4	1 Branch road from Nursipatam to join the Trunk Road at Thullapallem........	Do.	0	0	0	15,995	13	4
5	2 Do. Do. from Nursipatam towards Woorootlah.........	Do.	0	0	0	8,089	1	7
6	3 Do. Do. from Nursipatam to Golgondah......	Do.	0	0	0	1,818	7	1
7	4 Do. Do. from the Ferry towards Punchadarlah to join the Trunk Road midway between Yellamunchilly and Nuckapilly	27th Jan. 1854 .	82,025	0	0	12,282	0	0
8	5 Do. Do. from Tautipurty to Aukapilly.. ....:............ .	Do.	0	0	0	11,216	1	4
9	6 Do. Do. from Parvatipoor to Bobily Territory and from do. to Palcondah and from Palcondah to Chepooroopilly.....	Do.	0	0	0	0	0	0
10	Masonry works on the above Lines.. .	24th Feb. 1855.....	0	0	0	0	0	0
11	Repair to Northern Trunk Roads, No. 6 from Toonee to Soobarum.	5th Do.	0	0	0	0	0	0
12	Bridge over the Toonee River	28th Jan. 1853. ...	0	0	0	0	0	0
13	Trunk Road, No. 6 from Soobarum to Chittivulsah......	10th April 1854...	0	0	0	0	0	0
14	Bridge in the approach to Chittivulsah large Bridge....................	28th Nov. 1854....	0	0	0	0	0	0
		Total......	92,025	0	0	56,550	8	10

Vizagapatam, Collector's Office, 18th March, 1856.

completed in progress, and not commenced in the District of Vizagapatam, year 1855.

Works in Progress.						Works not commenced.			Works proposed by the Collector and under consideration of the higher Authorities.						Remarks.
Amount of Estimate.			Amount actually expended.						Amount of Estimate.			Date of the Estimate sent to the Board.			
8,565	10	6	7,870	15	6	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Works stopped as the passes have not been surveyed. Vide Major Birdwood's Quarterly Report, ending 31st October, 1855.
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	24,531	5	5	0	0	0	0	0	0	0	0	0	Much of the earth-work and metalling still remain to be done, to render these Roads fit for cartage as the amount voted being given without correct Estimates has been found quite insufficient.
41,478	4	3	20,333	8	0	0	0	0	0	0	0	0	0	0	
11,570	0	7	6,785	6	7	0	0	0	0	0	0	0	0	0	
10,567	8	0	7,567	5	8	0	0	0	0	0	0	0	0	0	
15,709	9	6	11,111	2	11	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	5,165	3	4	0	0	0	0	0	0	
87,891	0	10	78,219	12	1	5,165	3	4	0	0	0	0	0	0	

P. B. SMOLLETT,
Collector.

From A. Purvis, Esq., Collector of Rajahmundry, to Col. C. E. Faber, Chief Engineer, dated 9th July, 1856.

SIR,

I have the honor to submit a report upon the roads and communications in this Province for the past year.

2. The repairs to the high northern road between the town of Yernagoodem and the Godavery, and from thence to Moorary were nearly finished before the work was transferred to the Engineer Department. They have since been completed.

3. Other portions of this important line of communication stand greatly in need of attention. The Civil Engineer framed an Estimate amounting to 99,700 Rs. for the efficient repair of the same which has been transmitted from your office for my opinion as to whether an adequate return in benefit to the country is likely to be derived from so large an outlay, and to which reference I propose submitting a reply on an early date.

4. The cross road between Rajahnaggrum and Peddapoor, alluded to as in progress in para. 4 of my Report for 1854, has been finished.

Cocanada.

5. Excepting the gravelling the high street in this town, a work that has been very substantially and well done, and to the great public benefit derived from which every one who had an opportunity of seeing the road, if such it could be called, in its former state, must bear testimony, but little has been done in the past year to the communications. The great want of roads in the Delta Talooks is a subject requiring the serious attention of the executive Department, and of the importance of which the District Engineer is fully sensible. I trust I shall be excused for expressing my regret that the road proposed by that Officer, in the year to which this report refers, across the Delta from near Samulcotta through Chintapilly, Cowlaiswaram and Siddhauntam to Pinnoogonda should not have received the sanction of higher authority.

6. The opening out lines of communication from the hills, and through the upper Talooks, to the heads of the navigable canals, or made roads, is a subject which forced itself upon my notice very shortly after I assumed charge of the District, and at my suggestion the Civil Engineer prepared an estimate for a line from Luckonda, through Kottapilly, to Rajahmundry, and from Kottapilly to Juggumpetta, sanction has

not yet, I learn, been accorded for the execution of this work, but I trust such may be the case at no distant date.

7. Some small repairs have been effected to the roads and landing places about Rajahmundry, and certain bridges and roads in the vicinity of Cocanada, including the lattice bridge across the river, from the discretionary funds, and a sum of 350 Rs. has been advanced from the same fund towards gravelling a road in course of construction by convicts, branching off from the Rajahmundry and Dowlaiswaram road, to the new sapper cantonment in the vicinity of the last named place.

8. I regret that this report should have been so long delayed, but till the receipt of the Memorandum from your office I was not sure whether under the new system any report was required from me.

I have, &c.

A. PURVIS,

Collector.

From A. Purvis, Esq., Collector of Rajahmundry, to Colonel C. E. Faber, Chief Engineer, dated 22*nd July,* 1856.

SIR,

In submitting a report on the roads in this District for the first four months of the present year. I have not very much to add to that which I have just transmitted for the past year.

2. The road through the hill Talook of Juddunghy from the village of that name to Yalaiswarum viâ Anuavarum sanctioned by Government under date the 5th February last, is in progress, and will not only be of great assistance to the local officers in preserving the peace but will tend greatly to the development of the resources of that part of the country.

3. I cannot avoid availing myself of this opportunity to bring again under consideration the state of the way between the Military station of Samulcottah and this place. The entire absence of any thing worthy of the name of road between these two places has often been pointed out, and the necessity of improving the communication has been fully admitted, the work indeed was on the point of being undertaken

when the proposition for a canal between the two towns was started, and the plan included a good road along the bank of the canal. Unfortunately the canal has not yet been sanctioned and we are still without either one or the other. The line, it cannot be called a road, is in the same state as when first reported on. It leads across " swamps and nullahs," and can only be used by bullock bandies in the " dryest season of the year." It is " often impassable for weeks together." It is a very important line and a road would open the communication between the large towns of Peddapoor, Pittapoor, Juggumpett and the principal port* of the District. I really hope if there is likely to be much further delay in regard to the canal that the construction of a road may be authorized.

* Cocanada.

4. In the Sub-Division of the District cross communications are much required along lines not likely ever to fall within any plan of canal navigation or channel banks.

5. A passable road along the important line from the Eastward viâ Dodeputla, Palcole, Veravasarum and towards the Masulipatam District viâ Beemavarum is much wanted. The line might be taken along the bank of the Woondy high level channel from Gollalacodaroo to Akeed and thence to Kuldindy. The latter part of the line may appear rather circuitous but the line of country is better viâ Woondy than lower down among the salt marshes, and the villages passed through would be far more important.

6. A road from Nursapoor to Veeravasarum is most necessary and a good cross road is required from Veeravasarum to Attely.

7. The advantage of opening a good road through the Tademulla Talook in the North Western part of the District running from Aseverowpettah through Jeeloogamully, Borrumpollem, Lukkaveram, Yernagoodem and Tademulla to Niddadavole, the head of the canal communication of the delta, has been brought to the notice of the District Engineer.

I have, &c.

A. PURVIS,

Collector.

From J. Fraser, Esq., Acting Collector of Masulipatam, to Colonel C. E. Faber, Chief Engineer, dated 24th June, 1856.

SIR,

Para. 1. In regard to the roads and communications of this District, the only improvements I can specify in their present state as compared with what was said of them in Mr. Lushington's Report for the year 1854, are the commencement of the lately sanctioned repairs of the line from Ibrahimpatam to Madhavarum on the Nizam's frontier; and the clearing of a few tracks from one village to another in the Talooks of Bezoarah, Nundegam, Juggiahpettah, and Tirwoor, some of which are however much travelled now, and the partial formation of a road from Goodewadah (Cusbah) to Paumurroo situated on the trunk road leading from Bezoarah to Masulipatam. The portion of this line that is finished has proved very serviceable.

2. No funds have been advanced for the newly sanctioned line from Ellore to Chintalapoody, in consequence of the recent orders of Government to stop all works not commenced on the 1st May 1856. The District Engineer Godavery division has I am informed applied for sanction to carry on this work, and I hope it will be granted.

I have, &c.

J. FRASER,

Acting Collector.

From H. Newill, Esq., Acting Collector of Guntoor, to Colonel C. E. Faber, Chief Engineer, dated 22nd May, 1856.

SIR,

1. I have the honor to forward the annual statement connected with the repairs of roads in this District for 1855-56.

2. The Trunk roads Nos. 6 and 7 are under the direct superintendence of the Civil Engineers Department, and no report appears to be required from this Office regarding them.

3. The construction of the three bridges over the Aramunda Calingulah, and Sandole channel in the District road from Ponnoor to

Tinally, has been suspended in consequence of the incompleteness of the arrangements for the proposed Kistna channels. Great inconvenience is experienced for want of these means of communication across the channels during the part of the year, particularly in the cultivating season. Some temporary expedient seems necessary. This locality is now under the executive charge of the Civil Engineer.

4. The Butteprole bridge over the Vellatore channel having fallen in the amount sanctioned by Government for gravelling the road near it, has not been expended, as such would be useless before the re-construction of the bridge.

5. The same remark is applicable to the estimate of Rs. 258-4-0 as the bridge over the salt Nullah near Curlapollem has fallen in, in the last year.

6. The construction of the Platform Bridge over the Comammoor channel on the road from Innacondah to Nizampatam, has not been commenced for the reasons explained in para 3 and from the same cause, the estimate of Rupees 30 is also in abeyance.

7. The repair of the road from Guntoor towards Nizampatam, has been raised at a cost of Rupees 6,097 the remainder Rs. 2,524-7-5 will require to be applied for another cost of gravel which the road requires.

8. Out of the estimate of Rupees 6,074-5-0, three tunnels and an inverted arch have been completed a fourth tunnel has also been finished with the exception of the covering stones.

9. With reference to the tunnels sanctioned for the road from Guntoor to Cumbum, the work is in progress under the superintendence of the Session Judge at Guntoor, 9 tunnels have been finished, but the statement of expenditure has not yet been furnished measures will be adopted for the speedy completion of this work, of which a bill of expenditure will be submitted in due course.

10. A statement of expenditure from 1st January to 30th April 1856 is transmitted herewith.

11. The state of the several roads in the District having been noticed in my communication of the 5th February last, further explanation does not appear called for.

I have, &c.

H. NEWILL,

Acting Collector.

Statement shewing the Estimates sanctioned for the repairs and im- distinguishing the works completed,

Name of Roads.	Particulars of Works, in Progress.	Expenditure up to the end of Dec. 1854. Rs.	A.	P.	Expenditure in the year 1855. Rs.	A.	P.
From Ponnoor to Tenally..	Constructing a Platform bridge over the Aramunda Calingula....................	52	15	7	0	0	0
Do.	....	0	0	0	0	0	0
Do.	....	0	0	0	0	0	0
Coast Road from Madras to Masulipatam...	....	0	0	0	0	0	0
Do.	....	0	0	0	0	0	0
From Innacondah to Nizampatam......................	Constructing a Platform bridge over the Commamoor Channel near Chinna Lingoyapalem........... ...	318	10	5	0	0	0
Do.	....	0	0	0	0	0	0
From Guntoor to Nizampatam.........	Improving the District Road from Guntoor to the Village of Munchella (distance 11 miles) leading to Nizampatam & Baupetla..	4,824	8	8	1,273	0	11
Do.	Constructing 5 Tunnels and one Inverted Arch..........	669	4	1	2,338	5	10
From Guntoor to Cumbum...	Constructing Tunnels on the Road leading from Guntoor to Cumbum, &c.......	1,000	0	0	17	2	0

provement of the Roads and Bridges in the Guntoor District for 1855, *in progress and not commenced.*

Total. Rs.	A.	P.	Particulars of Works, not Commenced.	Date of Sanction.	Amount of Estimate. Rs.	A.	P.	Remarks.
52	15	7	....	10th March 1851..	719	15	0	
0	0	0	Constructing a Temporary bridge over the Aramunda Calingula	18th June 1852.. .	150	0	0	
0	0	0	Do. do. across the Sandole Channel.....	do.	150	0	0	
0	0	0	Gravelling the Road near Bhutteprole Bridge.....	13th Dec. 1851....	124	6	0	
0	0	0	Laying Sand on the road over the Salt Nulla at Curlapalem.......... ..	28th June 1853....	258	4	0	
318	10	5	....	10th March 1851..	210	12	0	
0	0	0	Applying two Coats of Tar to the Platform Bridge at Chinna Lingoyapalem.	13th Dec. 1851.....	30	0	0	
6,097	9	7	....	8th February 1851.	8,622	1	0	
3,007	9	11	....	6th April 1854.. 2d March 1855..	6,074	5	0	
1,017	2	0	....	19th April 1853. 3d January 1855.	1,401	0	0	

H. NEWILL,
Acting Collector.

Statement shewing the Estimates sanctioned for the repairs and im-
January to 30th April 1856, *distinguishing the*

Name of Roads.	Particulars of Works, in Progress.	Expenditure up to the end of Dec. 1855. Rs.	A.	P.	Expenditure from 1st January to 30th April 1856. Rs.	A.	P.
From Ponnoor to Tenally.....	Constructing a Platform bridge over the Aramunda Calingula....................	52	15	7	0	0	0
Do.	....	0	0	0	0	0	0
Do.	....	0	0	0	0	0	0
Coast Road from Madras to Masulipatam............	....	0	0	0	0	0	0
Do.	....	0	0	0	0	0	0
From Innacondah to Nizampatam.....	Constructing a Platform bridge over the Commamoor Channel near Chinna Lingoyapalem...........	318	10	5	0	0	0
Do.	....	0	0	0	0	0	0
From Guntoor to Nizampatam............................	Improving the District Road from Guntoor to the Village of Munchalla (distance 11 miles) leading to Nizamptam and Baupetlah................................	6,097	9	7	207	8	4
Do.	Constructing 5 Tunnels and one Inverted Arch.	3,007	9	11	418	4	5
From Guntoor to Cumbum...	Constructing Tunnels on the Road leading from Guntoor to Cumbum, &c.......	1,017	2	0	0	0	0

provement of the Roads and Bridges in the Guntoor District, from 1st works completed, in progress and not commenced.

Total. Rs.	A.	P.	Particulars of Works, not Commenced.	Date of Sanction.	Amount of Estimate. Rs.	A.	P.	Remarks.
52	15	7	....	10th March 1851...	719	15	0	
0	0	0	Constructing a Temporary Bridge over the Aramunda Calingulah.. ...	18th June 1852...	150	0	0	
0	0	0	Do. Do. across the Sandole Channel.......	Do.	150	0	0	
0	0	0	Gravelling the Road near Bhutteprole Bridge.... .	13th Dec. 1851.....	124	6	0	
0	0	0	Laying Sand on the road over the Salt Nullah at Curlapalem..............	28th June 1853...	258	4	0	
318	10	5	....	10th March 1851..	210	12	0	
0	0	0	Applying two Coats of Tar to the Platform Bridge at Chinna Lingoyapalem................	13th Dec. 1851....	30	0	0	
6,304	12	11	....	8th Feb. 1851......	8,622	1	0	
3,425	14	4	....	6th April 1854... 2d March 1855..	6,074	5	0	
1,017	2	0	....	19th April 1853. 3d Jan. 1855....	1,401	0	0	

H. NEWILL,
Acting Collector.

From F. B. Elton, Esq., Collector of Nellore, to Colonel C. E. Faber, Chief Engineer, dated Kistnapatam, 18th July 1856, No. 211.

SIR,

4th July 1856.
14th Do.

With reference to the letters noted in the margin, I have the honor to submit a report on the Roads and communications of this District for the year ending 31st December 1855, and the first four months of 1856.

2. Of the 3 new lines of Road sanctioned in Minutes of Consultation dated 27th January 1854, the Northern between Ongole and Cumbum is the only one that has made any considerable progress during the period under report. A large number of tunnels and small bridges have been built, and the Mussy river is now the only serious obstacle on the line. The soil has been found to be very favorable, and the road is likely to be finished, with the exception of the Bridge over the river alluded to, for a comparatively small sum. There is already a trade in sugar, &c. from the West, chiefly carried on bullocks, which return laden with Salt for the interior. The line is likely to prove of great advantage, but should be extended to the coast at Cottapatam the most important trading port in the Nellore District.

3. Central line from Kistnapatam on the Coast to the Doreaal pass has not made any great progress during the period under report for want of funds, the greater part of the sanctioned amount having been expended in 1854. The road was entered in the important works for that year, and as it is likely to be extremely useful, the amount required to finish it should, I think, be sanctioned as soon as convenient. This has been the case since, as regards the portion between Kisnapatam and Nellore. That part of the road between Nellore and Sungum has also been made passable, and is very useful for traffic coming from the Northward viâ Calegherry. The Bridge over the Beerapairoo on this line has also been lately completed.

4. The Southern line extends from the Town of Goodoor, on the northern Trunk road, to the boundary of the Cuddapah District, at the top of the Raupoor Ghât. It is in a very unfinished state, and a few miles only are available for Bandy traffic. Little or nothing has been done since the end of May 1855 for want of funds. It is however a line of great promise, having a large traffic, now carried on Bullocks, and it is very desirable that it should be finished as soon as funds can be spared.

Trunk Road, No. 6.

5. This road is completed from the southern limits of the District to 5 miles North of Nellore, being a distance of about 77 miles; a further portion of 70 miles has been formed, but not yet metalled, and the progress has been, I consider, highly satisfactory. On the great importance of such a line, the high road to Calcutta and the Northern Circars, as well as to Hydrabad, up to the point where that Road branches off at Ongole, I need not dwell.

Trunk Road, No. 7.

6. This is the road to Hydrabad last alluded to; from Ongole where it leaves Trunk road, No. 6 to the end of the Nellore District is a distance of 27 miles. With the exception of one or two short distances the whole is metalled, and open for traffic, and excepting the large bridge over the Gundlacumma river it is likely to be completed in 1856-57.

7. A short line of road of about 3 miles in length to connect the northern Trunk road with the town of Ramapatam is also being constructed out of the discretionary allowance, which promises to be of great benefit when completed, as there is a considerable traffic in firewood between the jungles and that port; and the old northern road leading to Ramapatam is being repaired on an Estimate of Rs. 8,000 sanctioned by Government.

I have, &c.

F. B. ELTON,

Collector.

From Lieut. E. Hemery, Civil Engineer Cuddapah District, to Colonel C. E. Faber, Chief Engineer, dated Camp, Royachoty, 11*th July* 1856, *No.* 354.

SIR,

1. In forwarding my special report on Public Works in the Cuddapah District for the past official year 1855-56, I beg to express my regret at the late period at which it has been despatched.

2. The information required from the Collector regarding the expenditure on buildings and ordinary repairs to works of irrigation was not received until the 6th Instant and Mr. George only furnished his statement of expenditure on Trunk Road, No. 11 and 12 this morning.

3. Mr. George says that he cannot be responsible for the accuracy of the sums entered under different heads owing to the confused state of the accounts handed over to him by Mr. Addis, I have therefore called upon Mr. George for a full report on this subject to be forwarded for your information.

4. On the 30th April 1855 there was a balance of Rs. 3,443-3-2, remaining out of the Raupoor Ghaut and road estimate, of this sum Rupees 1,716-8-0 was expended in superintendence, whilst the cost of the work performed was only Rupees 1,595-10-5, in May 1855 including Captain Watts' Civil allowance the charge for superintendence was Rupees 391-4-0 and the expenditure on the road Rupees 154-10-8. The per centage of superintendence to work performed on the Cuddapah and Bellary frontier road, si also very high, and on Trunk Road, No. 12 out of an expenditure of Rupees 1,971-14-1, Rupees 1,290-7-10 was for superintendence alone Mr. George assures me that there are no particulars whatever regarding this road among the documents handed over to him by Mr. Addis.

I have, &c.
E. HEMERY, *Lieut.*
Civil Engineer of Cuddapah District.

***Report on important Public Works executed in Cuddapah District, during the Official year* 1855-56.**

During the period under consideration no new works have been undertaken in the Cuddapah District the expenditure having been almost entirely confined to the improvement of Roads which were commenced in 1854 to relieve the starving poor. The following is a short account of these roads.

Road from Vencatramarauzepett in the Cuddapah District over the Raupoor Ghaut to Goodoor in the Nellore District.

Expended up to the end of the Official year 1854-55......61,556 14 0
Expended during the Official year 1855-56.................. 1,595 10 5

Superintended by Capt. Watts, Assistant Overseer Dwyer, do. McMahon, do. Montgomery and do. Penn.

Superintendence for do. 1,716 8 0

Per Centage { The Cost of Superintendence is greater than the amount Expended.

This road was first commenced in February

1854 and when completed will open out a direct line of communication between Chitwail and the sea coast. A new line has been traced over the Raupoor Ghaut but it is as yet only passable for bullocks. Towards the end of March 1856, Assistant Overseer McMahon who had been employed in widening the Ghaut road and uprooting Jungle was withdrawn owing to the want of funds for completing the work.

Cuddapah and Bellary Frontier Road.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55......	51,573	15	11
Expended during the Official year 1855-56................	3,429	5	1
Superintendence for do.	1,068	6	2
Per Centage......... 31.23			

Superintended by Asst. Overseer Barry do. Newham and do. Huddock.

The sum of 1,000 Rupees a Mile was sanctioned for this road by Government on the 20th March 1854 in order to give employment to the starving poor. It is an important line leading from Cuddapah to Bellary. The amount sanctioned was only sufficient to raise the road and Metal a distance of from 4 to 5 miles but an estimate amounting to Rupees 78,000 has been sanctioned for completing the metalling and building bridges and tunnels along the whole line.

Nundy Cunnama Ghaut.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55........	35,630	2	3
Expended during the Official year 1855-56..................	12,314	12	2
Superintendence for do.	1,287	14	8
Per Centage......10.45.			

Superintended by Lieut. Shuldham, Lt. Fellows Asst. Overseer Brown do. Montgomery do. Norman and do. Bryan.

Out of two estimates amounting together to Rupees 48,398 only Rupees 10,936-13-0 remained to be expended from the 1st May 1855 on this important work. This money has been laid out chiefly in widening and revetting the road on the west side of the Ghaut which is now practicable for loaded carts. The Nundy Cunnama being on the road from Bellary to Ongole and the sea coast through Cumbum its completion is greatly to be desired, at present it is only half finished and at the end of April the work was discontinued as the whole of the sanctioned amount was then expended. Government have however sanctioned an expenditure of 100 Rupees a mile for maintaining the road over the Ghaut in repair during the current official year.

Central line of Road from Chennoor to the Dorenall Pass in the Nellore District.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55......	4,884	14	4
Expended during the Official year 1855-56......................	19,764	2	11
Superintendence for do.	2,753	5	4

Per Centage......13.92.

Superintended by Lieutenant Shuldham Asst. Overseer Doheny do. Allchin, do. Egan, do. Thorpe, do. Barham, do. Haddock and Mr. Felix.

The first estimate amounting to Rs. 16,296-6-10 for making a road through the Dorenall Pass having been expended by the middle of September 1854, on the 10th February 1855 Government sanctioned 39,000 Rupees or 1,000 Rupees a mile for the road from Chennoor on the right bank of the Pennaur to the Dorenall Pass on the Nellore frontier; the portion between Chennoor and Cuddapah having previously been made on a separate estimate; considerable progress has been made with the work but another estimate will be required to complete the metalling and to build tunnels and bridges.

Road from Kristnamachetty Pully through Cumbum and the Vaimlapaud Pass to Ongole and the Sea Coast.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55.......	72,279	15	3
Expended from 1st May 1855 to 29th February 1856......	29,370	12	8
Superintendence for do.	2,011	3	8

Per Centage......6.8.

Superintended by Captain Crofton, Lieutenant Keyes, Lieutenant Burn, Asst. Overseer Bryan, do. Gilbert, do. Brown, do. Barham, do. Hunter, do. Newton, Sub Overseer Norman and Mr. Felix.

This is one of the most important roads in the Cuddapah District commencing from Kistnamachetty pully on the east side of the Nundy Cunnama Pass and passing through Cumbum to Ongole and the Sea coast; 25 miles of road between Kistnamachetty Pully and Cumbum are completed with the exception of a bridge over the Sugglair at Giddalore the remaining portion in this District between Cumbum and the Nellore frontier a distance of 6 miles is now being made under the superintendence of Assistant Overseer Hunter. On the separation of the Cuddapah and Nellore Districts it having been ascertained that 13,000 Rupees would be required to complete this portion of the road the balance of the estimate was made over to the 1st Assistant

Civil Engineer in charge of the Nellore District on the 1st March 1856.

	Rs.	A.	P.
Expended on the road between Cumbum and the Nellore frontier from the 1st March 1856 to the 30th April 1856.	2,509	6	8
Per Centage 17.1. Superintendence for 2 months.........	431	4	0
Total Rupees.........	2,940	10	8

Per Centage......21.

Road from Kulloor to Cuddapah, called Trunk Road, No. 11, *in the late Road Department.*

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55.....	55,467	2	5
Expended during the Official year 1855-56................	20,043	0	5
Superintendence for do.	8,505	3	4

Superintended by Asst. Supt. W. J. Addis, Esq., Ex. Officer J. George, Esq., Asst. Overseer Mr. Howell, do. Mr. Travers, do. Mr. Williamson, & do. Mr. Brambbler.

Per Centage...... 42

On the abolition of the Road Department in August 1855 this road was made over to the Civil Engineer of the 2d Division.

It forms a portion of the new line from Cuddapah to Madras viâ Chittoor. From Cuddapah to Baukrapett a distance of nine miles the road has been raised and partly metalled, a bridge of 3 arches of 39 feet span has been built over the Moolavunkah but the work was stopped in February last owing to the want of funds to complete it. From Baukrapett over the Goovulcherroo Ghaut to Goovulcherroo a distance of 7 miles the road is completed and the Ghaut has been kept in good order on an annual grant of Rupees 600 sanctioned by Government on the 6th January 1852. Between Goovulcherroo and the North Arcot frontier a distance of 55 miles the road has been formed and partly metalled; further work is now in progress and estimates for bridging all the rivers have been forwarded to the Supreme Government for sanction.

Poddatoor Extension Line.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55.....	14,993	2	5
Expended during the Official year 1855-56................	6,808	5	2
Superintendence for do.	120	0	0

Superintended by Asst. Overseer Thorpe, do. Allchin, Egan, and do. Mr. Felix.

Per Centage....1.7

An estimate amounting to Rupees 20,000 was sanctioned by Government for this line which is

an extension towards Poddatoor of the Budwail and Chennoor road. It branches off from near Nundiallempett viâ Mydekoor to Poddatoor, a distance of 20 miles. The work is far from being completed but in July last as the sanctioned amount was all expended the Overseers were withdrawn and the work stopped.

Cuddapah and Chennoor Road.

		Rs.	A.	P.
Expended up to the end of the Official year 1854-55......		4,962	6	8
Expended during the Official year 1855-56................		1,473	2	11
Superintendence for	do.	None.		
Per Centage.				

Superintended by Asst. Overseer Haddock.

This road running from Cuddapah to Chennoor on the right bank of the Pennar a distance of 6 miles forms a portion of the Cuddapah and Nellore road. An estimate amounting to Rupees 6,435-10-4 was sanctioned on the 3rd July 1852 for constructing it but it was only completed in August 1855. The work was carried on partly under the orders of the Collector and partly under the Superintendence of Assistant Overseer Haddock.

Bridges over the Boogga and Ralla Rivers near the Cuddapah Cantonment.

		Rs.	A.	P.
Expended up to the end of the Official year 1854-55...		20,125	8	10
Expended during the Official year 1855-56...............		8,302	11	8
Superintendence for	do.	720	0	0
Per Centage......8.6				

Superintended by Captain Devereux, and Asst. Overseer Dore.

These works have been in progress since December 1853. They are intended to afford an uninterrupted communication at all seasons between the town and Cantonment of Cuddapah. The Bridge over the Boogga river consisting of 16 segmental arches of 30 feet span each was opened to the public on the 1st April last, the similar work over the Ralla river near the Cantonment will consist of 12 segmental arches also of 30 feet span of which six were turned and the remainder in progress on the 1st May. A large embankment faced with stone is being built near the bridge on the right bank of the Ralla, this work was rendered necessary owing to the low level of the ground on that side of the river.

Cumbum Tank Sluices

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55......	2,780	13	0
Expended during the Official year 1855-56..................	75	9	9
Superintendence for do.	None.		
Per Centage.			

Superintended by Assistant Overseer Gilbert.

An emergent estimate amounting to Rupees 3,840 was prepared by Major Boileau for repairing the two sluices of this large reservoir. The work was commenced in July 1855 and completed in a very satisfactory manner by Assistant Overseer Gilbert at a cost of Rupees 3,810-11-2.

For some years past the bank above the head of these sluices had sunk considerably and when the plugs were down a large quantity of water still flowed out of the cisterns; in order to remedy this a ring bund was thrown up round the head of the two sluices, the bank was then opened and the tunnels repaired the revetment was again rebuilt and the leaks effectually stopped.

Constructing a Dyke and 3 Vauganies on the left bank of the Paupugnee River near Appiapully.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55......	2,780	13	0
Expended during the Official year 1855-56..................	75	9	0
Superintendence for do.	None.		
Per Centage.			

Superintended by the Collector's Department.

These works having now been completed for some months an opinion can be formed of their utility. The Vauganies appear to answer very well as there is already a large accumulation of silt in front of the river bank. A further expenditure is however required to prevent their being turned by an extraordinary fresh in the river, as this work was carried out by the Collector's Department there is no special charge for superintendence.

Road from Cuddapah to Madras.

	Rs.	A.	P.
Expended up to the end of the Official year 1854-55......	8,472	4	6
Expended during the Official year 1855-56..................	527	11	6
Superintendence for do.	None.		
Per Centage.			

Superintended by Overseer Stowell.

On the 14th August 1852 Government sanctioned 9,000 Rupees for repairs to this most useful but sadly neglected road

this small sum has been expended in repairing the worst portions of the road which is still in a very bad state.

Budwail large Tank.

	Rs.	A.	P.
Amount of the estimate Rupees	2,300	0	0
Expended during the April last	1,467	13	10

Superintended by the Overseer in charge of the Budwail Road.

Superintended by Asst. Overseer Doheny.

This work has been Superintended by the Overseers in charge of the Budwail road.

This work although ordinary requires special mention as it has been executed by the Engineer's Department. Major Boileau thinking it a good opportunity of instructing the Overseer at Budwail in charge of the road towards the Dorenall pass in repairing tanks gave the entire Superintendence of the work to the Assistant Overseer Doheny who has carried it on in a very satisfactory manner.

	Rs.	A.	P.
The total amount expended on ordinary repair to works of irrigation during the year 1855-56 is	22,465	14	9
On other small works of irrigation	829	9	7
On emergent works	1,530	5	10
Total expended on work of irrigation	24,825	14	2

In the Military Department, a new solitary cell has been built at Cuddapah at a cost of Rupees 271-11-9.

The Chief wants of the Cuddapah District are roads and large reservoirs, roads over the numerous chains of hills that intersect the country in every direction and reservoirs to store up some of the vast quantity of water that flows annually to the sea ; very little has as yet been done beyond marking out some of the most important lines of communication but it is to be hoped that money for completing what has now been begun will not be wanting and that people will no longer be able to say that during the monsoon it is impossible to move out of Cuddapah in any direction.

E. HEMERY,
Lieutenant.
Civil Engineer of Cuddapah.

From C. Pelly, Esq., Collector of Bellary, to Lieutenant Colonel C. E. Faber, Chief Engineer, dated 2nd July, 1856.

Sir,

I have the honor to report as directed upon the Roads and Communications for the year 1855 and up to 30th April 1856.

E. P. of the Chief Engineer 13th February 1856, No. 928.

Enclosed is a statement shewing the amount expended on all roads during the period referred to. There is nothing specially to notice. It will be seen that the expenditure is for the most part on roads previously undertaken and amounts to Rupees 2,14,458.

I have, &c.

C. PELLY,

Collector.

Statement shewing the Work performed on the Roads during the year

Item.	Names of Roads.	Amount sanc- For Construction. Rs.	A.
Sanctioned Roads.	Road from Bellary to Herahal..............	25,543	2
	Connecting Road on the Bellary Tank bund with the Herahal and Cantonment Roads..	439	1
	Constructing 2 Bridges on the Herahal Road..........................	801	13
		26,784	0
	Do. Road across the Paddy fields of Coonch	86	11
	Road from Bellary to Humpsagur..........................	51,003	2
	Do. Do.	0	0
	Constructing minor Bridges and Drains on 289 miles of Road.	1,07,520	0
	For the maintenance of Do. Do.	0	0
	Constructing Bridges on the Dharwar Road......................	39,924	7
	Roads connected with Ramendroog.......	13,985	12
	Do. Do.	7,589	12
	Trunk Road, No. 12 from Bellary to Coodair..................... ...	57,050	0
	Constructing Bridge to Pennar River at Woodarapeedroog...	35,280	0
	Road from Bellary to Darojee..	12,725	4
	Repairing Bellagul Ghaut between Bellary and Ramendroog...	0	0
	Herahal Road......................................	0	0
	Humpsagur Do.	0	0
	Ramendroog..	0	0
		3,51,949	0
Discretionary Allowance.	Ramondroog Road..	0	0
	Herahal Do.	0	0
	Goodacotta Do.	0	0
	Constructing Drains on the main Roads at Bellary...	0	0
	Caleandroog Road, &c.....	0	0
	Hossoor Road..	0	0
		2,500	0
	Roads from Vaparallah, Raidroog and Cumbadoor................	5,500	0
	Do. Bellary, Darojee and Cumply................................	2,000	0
		7,500	0
		10,000	0
	Grand Total........	3,61,949	0

Bellary, Collector's Office,
2d July, 1856.

1855 *and to April* 1856 *in the Bellary Division of the Ceded Districts.*

of all ... tion.		Expended.						Particulars.			
For Maintenance.		In Construction.		In Maintenance.		Total.		Work done to 31st Dec. 1854.		Work done from 1st January 1855 to 30th April 1856.	
Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.
0	0	25,489	13	0	0	25,489	13	25,330	0	1,086	2
0	0	122	15	0	0	122	15				
0	0	803	6	0	0	803	6				
						26,416	2				
0	0	47	3	0	0	47	3	0	0	47	3
0	0	52,823	2	0	0	52,823	2	35,089	6	17,733	12
450	0	0	0	450	0	450	0	0	0	450	0
28,900	0	72,364	12	28,287	7	1,00,652	3	0	0	1,00,652	3
28,900	0	0	0	20,311	3	20,311	3	0	0	20,311	3
0	0	18,027	9	0	0	18,027	9	0	0	18,027	9
0	0	11,947	2	0	0	11,947	2	0	0	11,947	2
0	0	7,569	10	0	0	7,569	10	2,639	12	4,929	14
975	0	15,250	13	588	15	15,839	12	2,380	0	13,459	12
0	0	1,316	3	0	0	1,316	3	0	0	1,316	3
0	0	12,715	6	0	0	12,715	6	4,799	9	7,915	13
50	0	0	0	0	0	0	0	0	0	0	0
1,500	0	0	0	8,065	5	8,065	5	0	0	8,065	5
6,500	0										
2,000	0										
69,275	0	2,18,477	14	57,712	14	2,76,180	12	70,238	11	2,05,942	1
0	0	1,122	13	0	0	1,122	13	0	0	1,122	13
0	0	128	2	0	0	128	2	0	0	128	2
0	0	60	0	0	0	60	0	0	0	60	0
0	0	200	0	0	0	200	0	0	0	200	0
0	0	428	9	0	0	428	9	0	0	428	9
0	0	100	0	0	0	100	0	0	0	100	0
0	0	2,039	8	0	0	2,039	8	0	0	2,039	8
0	0	4,704	15	0	0	4,704	15	0	0	4,704	15
0	0	1,771	12	0	0	1,771	12	0	0	1,771	12
0	0	6,476	11	0	0	6,476	11	0	0	6,476	11
0	0	8,516	3	0	0	8,516	3	0	0	8,516	3
69,275	0	2,26,994	1	57,702	14	2,84,696	15	70,238	11	2,14,458	4

C. PELLY,
Collector

From Captain J. G. Russell, Offig. Agent to the Governor of Fort St. George at Kurnool, to Colonel C. E. Faber, Chief Engineer, Kurnool, dated 3rd July 1856, *No.* 18.

Sir,

With reference to the official memo. from your office dated 13th June, 1856. I have the honor to submit a Tabular Statement of the progress of roads and communications for 1855 and first 4 months of 1856.

2. No new line has been undertaken, the expenditure during that period, has been the repairing and extending the lines previously begun in 1854 between Kurnool, Cuddapah, Ghootty, Cumbum, and Bellary, for the purpose of giving employment to the then starving poorer classes—minor drains and bridges are in progress and on the Ghootty line two bridges of 2 arches each have been constructed over two Nullahs which in the rainy season were great impediment to traffic of any kind but the bridge near Chinna Takoor from defective construction is already injured and rendered useless. A bridge over a Nullah at Yeldoorty impassable during the rains, and one over the Hendree at Kurnool, are in course of construction and when finished will prove an invaluable benefit to this district.

3. On line No. 3, the road way and 74 of the minor drains have been completed from Kurnool to Pauniem a distance of 40 miles leaving about 20 miles to complete the communication to the foot of the Nundi Canamah pass the completion of the pass in question together with that of Tumerazpully in this district will open a direct line between Bellary and the coast and much benefit to this part of the country is the expected result. The 15th Regiment Native Infantry on its march from here to Masulipatam took this route instead of the usual circuitous one through the Nizam's Territory. The opening of the Tumrazpully ghat on line No. 3, is a great boon to the whole district. The old roads, by Nundial through black soil being during the rains totally impracticable. I may add that owing to this line passing close to the site of a village long ago deserted, the owners of the lands have rebuilt it to reside in the immediate vicinity of their lands, and this will probably result in a few years in an extension of the cultivation of the lands under the resuscitated hamlet.

4. Trees are being planted along the newly made roads and I have exerted all my influence to induce the inhabitants to plant their fields and new topes ; I hope successfully.

5. In conclusion I have to remark the great advantage to the district from the permanent residence of an Engineer Officer. The proposed transfer of the executive from the Revenue to the professional department will render the Department of Public Works in this district most effective.

I have, &c.

J. G. RUSSELL,

Offg. Agent to the Governor.

Tabular Statement of the progress of Roads and Communications for 1855, *and first* 4 *Monhts of* 1856, *of the Kurnool District.*

Description of Work.	Estimated Total Cost Rs.	A.	P.	Expenditure during the year. Rs.	A.	P.	Total Expenditure. Rs.	A.	P.	Remarks.
Hindree Bridge	30,743	12	8	9,509	3	1	9,509	3	1	
Coondair Bridge	13,263	7	10	1,051	8	10				
Yeldoorty Bridge	2,488	0	6	1,217	4	6				
Kurnool and Bellary Road as far as Codamoor and Minor Bridges.				3,620	11	0				
Do. to Nundy Canma do.	1,07,160	0	0	33,339	5	11				
Do. to Ghooty do.				17,082	9	0	56,311	7	3	
Improving Cuddapah Road in the limits of Chagulmurry	665	0	0	26	0	0	665	0	0	
Do. Yadawand Road	185	0	0	5	0	0	185	0	0	
Repairing Coilcoontla Road in the limits of Conalla	114	0	0	76	0	0	100	0	0	
Constructing a Bridge of 2 Arches across the Woota	2,176	0	0	0	0	0	2,154	0	0	
Waugoo Nullah on the high road from Ghooty to Kurnool	582	0	0	582	0	0	582	0	0	
Repairs.										
Kurnool and Bellary Road as far as Codamoor				1,529	11	1				
Do. to Nundy Cunnama Road	12,000	0	0	1,751	9	10				
Do. to Ghooty do.				3,579	4	2	6,860	9	1	
Emergent Repairs.										
Repairs of Roads and Ghauts	103	0	0	103	0	0	103	0	0	
Do. of Bridges	670	0	0	470	0	0	670	0	0	
Repairs out of the Discretionary Allowance.										
Repairs of Roads	400	0	0	292	0	0	355	0	0	
Grand Total							77,495	3	5	

Kurnool Govt. Agent's Office,
3d July, 1856.

J. G. RUSSELL,
Offg. Agent to the Governor.

From C. J. Shubrick, Esq., Collector of Chingleput, to Lieutenant Colonel C. E. Faber, Chief Engineer, Pulicat, dated 23*rd May* 1856, *No.* 132.

Sir,

I have the honor to forward herewith a Statement shewing the amount of work performed to the roads in this District during the year 1855, from which it will be seen that most of them have been completed. The remaining portion of the work is under execution in the Engineer Department. The several roads entered in the Statement together with the proposed cross roads included in the Budget of 1856-57 will, when completed, place this Collectorate it is hoped in a decent position as regards its lines of communications.

I have, &c.

J. C. SHUBRICK,

Collector.

Statement shewing the particulars of Work performed to

Names of the Roads.	Date of Sanction.	Amount of Sanction. Rs.	A.	P.
Road from Chunambut to Tindivanum........	16th June 1855.........	1,794	11	2
Do. Do.	Emergent Estimate....	0	0	0
Do. from Tirvulloor to Kistnapoorum...	12th April 1854.........	3,952	1	8
Do. Do.	Chief Engineer's letter 13th Aug. 1855	1,884	7	8
Pioneers' Road...............	Bd.'s letter 1st June 1854................	1,351	13	0
Chingleput Road..................................	25th November 1851..	250	0	0
Road from Teroovatteyoor to Ennore.........	17th May 1855.........	3,960	9	11
Southern Coast Road in the limits of Paupan Choultry..................................	22d February 1855....	1,287	8	0
Road from Corattoor to Trivalloor............	14th December 1854...	14,412	2	2
Do. from St. Thos. Mount to Poonamally.	6th June 1854...........	16,484	11	0
Cross Road from Wallajahbad leading to Southern Trunk Road via Eroombaloor.	....	0	0	0
Old Arcot Road..................................	....	0	0	0
Road from Madras to Cuddapah in the limits of Tauker's Choultry.................	....	0	0	0
Cuddapah Road in the limits of Trivulloor..	....	0	0	0
Southern Coast Road.....	....	0	0	0
Road leading from Pulicat to Toongamootun Colum......................................	....	0	0	0

Chingleput District Collector's Cutcherry,
Pulicat, 23d May, 1856.

the several Roads in the District of Chingleput for 1855.

Whether completed or not within the year.	Amount of work performed prior to year 1855. Rs.	A.	P.	Work performed in the year 1855. Rs.	A.	P.	Total. Rs.	A.	P.	Remarks.
...	1,394	4	0	30	4	0	1,424	8	0	
...	0	0	0	247	12	0	247	12	0	
...	942	0	0	1,166	13	0	2,108	13	0	
...	0	0	0	1,884	7	0	1,884	7	0	
...	80	0	0	102	12	0	182	12	0	
...	0	0	0	93	11	0	93	11	0	
...	0	0	0	0	0	0	0	0	0	A portion of this work to the extent of Rs. 1,000 was performed to this Road; and the materials are being collected for the completion of the remainder.
...	0	0	0	902	8	0	902	8	0	
...	0	0	0	0	0	0	0	0	0	These works are under the Superintendence of the District Engineer.
...	0	0	0	0	0	0	0	0	0	
	2,416	4	0	4,428	3	0	6,844	7	0	
...	0	0	0	30	0	0	30	0	0	These several sums were expended out of the discretionary allowance in executing general repairs and constructing Tunnels, &c.
...	0	0	0	32	9	0	32	9	0	
...	0	0	0	464	5	0	464	5	0	
...	0	0	0	134	9	0	134	9	0	
...	0	0	0	365	5	0	365	5	0	
...	0	0	0	39	8	0	39	8	0	
	2,416	4	0	5,494	7	0	7,910	11	0	

J. C. SHUBRICK,
Collector.

From C. Whittingham, Esq., Collector of North Arcot, to Colonel C. E. Faber, Chief Engineer, Chittoor, dated 28th October 1856, No. 428.

Sir,

Para 1. I have the honor to submit the report upon the roads in this District for the past year, and the first four months of 1856, as called for in your communication of 10th July last. The cause of the delay in the transmission of this report, has been already explained to you, in my letter of the 25th Ultimo.

* A. and B.

2. The accompanying* Statements, prepared in accordance with the form prescribed in Extract Minutes of Consultation dated 11th January 1853, and communicated to this office by the late Board of Public Works with their proceedings, dated 3rd March following, shows what road were completed, what were under construction, and what were not yet commenced, during the period under report, as well as those for which estimates have been submitted, and sanction solicited, but not yet granted.

Roads completed in 1855.

3. The first in the list A, is the road which connects the Wandawash Talook, and the Eastern parts of Trivatoor, with Conjeveram, a large and populous town in the Chingleput District. It is about 30 miles in length, 25 miles of it lying in this, and 5 in the Chingleput collectorate. The estimate for the whole length amounts to Rs. 13,644-10-11; Rs. 11,564-11-8, and Rs. 2,079-15-3 for the portions respectively in North Arcot and Chingleput. This road is acknowledged to be a great public benefit, and an annual outlay of Rs. 36 has been sanctioned for its repairs.

4. Next to this in the list stands the road between Arnee and Tirnamalay. An estimate amounting to Rs. 9,187 was framed for repairing the worst parts of the road between Arnee and Poloor, through which it passes on to Tirnamalay, in the South Arcot District. The length for which the estimate provided was 7½ miles. This road not only connects the Poloor Talook with Vellore, Arcot, and Madras, but it also forms a part of the line through Tirnamalay to Trichinopoly.

5. The road which leads from Wallajahnugger to Sholinghur is the third in the list. It is crossed by the Railway about half way between these two Towns. The construction of this road was undertaken at an

estimated cost of Rupees 6,845-3-3, to be defrayed from the accumulated surplus funds of the Charity Choultry at Sholinghur. But this sum having been found to be insufficient for its completion, a supplemental estimate for Rupees 5,493-12-3, for metalling a part of the road, gravelling the rest, and furnishing the necessary masonry works, was sanctioned by Government on the 15th January 1855. This estimate is under execution as will be seen from the list under the head "progressing." A little more than three quarters of the amount of the estimate was expended during the year 1855. Being a road of considerable importance a grant of 100 Rupees per mile has also been sanctioned for maintaining it in a proper state.

Roads in progress in 1855.

Road from Poothulput to Kurcumbaudy.

Late Board of Revenue D. P. W. order dated 31st Oct. 1853.

6. More work has been done to this road during 1855 than in the preceding year. The expenditure in 1855 was 5,761-15-11 or 2,616-14-7 above that of 1854, and the balance remaining of the estimate 3,915. The estimate originally amounted to 15,878-11-0 and provided for 48 miles from Chittoor to Kurcumbaudy, but upon a representation made to Government on the 4th October 1853 by the Superintendent of Roads sanction was given for the transfer to his Department of the 10 miles of road between Chittoor and Poothulput as forming part of Trunk road No. 11 from Chittoor to Cuddapah by the Damulcherroo pass. The estimate for that portion of the road was deducted, and the present amount is 12,822-1-3 for 35 miles of road. An annual grant for repairs of Rupees 25 per mile has also been sanctioned with the estimate for this road.

On the 24th February 1855 sanction was given to an estimate, amounting to Rupees 21,426 for building the required bridges on the road, but the work was not commenced in 1855. In the same year the made portion of the road having fallen out of repair, an estimate amounting to Rupees 3,900 was framed by the Civil Engineer for

putting it in order, and was sanctioned by the Board of Revenue, Department Public Works, on the 19th April 1855. But the work was not commenced in that year.

Cuddapah road by Nagery.

7. This is a portion of the road from Madras to Cuddapah by Nagery and Kurcumbaudy. The length is 50 miles. The expenditure in 1855 was 3,269-13-2 making a total expenditure on this road of Rupees 5,805-10-2. In this year more work was done to this road than in the preceding in which the expenditure was only 2,535-13-0. The balance of the estimate is 194-5-10. The expenditure on this road was ordered to be met from the Trunk road fund of four lacks yearly and on the 21st April 1854 Government were pleased to authorize the Superintendent of Roads to expend annually a sum of 50 Rupees a mile on the 26 miles of this road between Nagery and Kurcumbaudy. An estimate amounting to Rupees 6,102-2-10 has also been sanctioned for constructing the required bridges on this road. This estimate is now under execution as will be seen from the list B.

Caneeyembady Pass.

8. On the 10th July 1851, an estimate, amounting to Rupees 1,167-4-0, was sanctioned for repairing the worst parts of this pass which is on the line from Vellore to Arnee, and which was in such a bad condition as to be wholly impassable by wheeled conveyances. A further estimate amounting to Rupees 1841-15-0 was framed for repairing the worst parts of the whole line and submitted to Government, but as the estimate did not provide for all that was required, the Government declined sanctioning it, and desired to be furnished with an estimate of the whole cost of repairing the road. Such an estimate having been framed and submitted to Government, was sanctioned on the 10th February 1855 and is now in course of execution.

Late Board of Revenue Department P. Works order, dated 19th February 1852.

Road from Chittoor to Suntapet.

9. This is a useful cross road, connecting Suntapet, a populous suburb of Chittoor, with the Trunk road No. 11 from Chittoor, the distance

being about 1¾ miles. The construction of this road was undertaken with reference to the order of Government that the villages near Trunk roads should be connected with them by branches.

Paulaur Bridge at Vellore.

10. This Bridge is rapidly progressing, about 12,022 Rupees having been expended during the year under report. Sanction for the estimate was received only in the middle of February of that year.

Synagoontah ghaut.

11. This ghaut is on the line from Goriattum to Palmanair. The sum of 2,050 Rupees, sanctioned on the 30th March 1855, was to be expended in tracing out this ghaut which was in an extremely bad condition. A little less than one half the sum sanctioned has been expended.

Upon the application of the late Civil Engineer to Government, sanction was given, under date the 29th May 1854, for the expenditure of Rupees 2,400 for tracing a road from Cuddapanuttum to Goriattum, being at the rate of 100 Rupees a mile. The work was not commenced in 1855. In connection with this road it may be stated that another estimate amounting to Rupees 2,378-8-0 was framed at the request of Mr. Bourdillon in 1854, for making a road from Pengaragoontah Tank, near Palmanair, to Goriattum, but the estimate was not sent up for sanction, as it was thought that this expenditure might be met from the discretionary allowance sanctioned by Government on the 22nd October 1854. This estimate is under execution as will be seen from the list B.

Road from Palmanair to Vencatagherry Cotah.

12. This work is progressing as I understand under the Superintendence of Mr. Overseer Lincoln. This is an important road in a commercial point of view, as it will connect Vencatagherry Cotah, a sugar growing country, with the Railway at Goriattum.

13. The remaining roads and bridges in the same list under the

head "progressing" refer to the Trunk roads with which I imagine the District Engineer is better enabled to deal than I am.

Roads completed during the first four months of 1856.

14. Of the roads which were in progress in 1855 those from Chittoor to Suntapet and from Vellore to Pannantoor were completed during the first four months of 1856 as will appear from the Statement marked B. The latter road was in the beginning of 1855 transferred from the Collector's charge to the road Department, agreeably to the orders of Government dated 9th September 1854.

Roads in progress during the first four months of 1856.

15. On a comparison of the Statement B. with Statement A. it will be seen that rapid progress is making towards the completion of the works which were in progress in 1855. During the subsequent four months the execution of five other road estimates were undertaken, and they are,

1 Estimate for road from Poothulput to Kurcumbaudy.

2 Do. for Do. from Gooriattum to Cuddapanuttum.

3 Do. for Do. from Pengaragoontah tank bund to Gooriattum.

4 Do. for Do. from Nagery to Poottoor.

5 Do. for Do. from Wallajahnugger to Paulaur annicut.

16. The first estimate which amounts to Rupees 3,900 is for repairing that portion of the road for which an estimate amounting to Rupees 12,822 was sanctioned, and which is still under execution as will appear from the list and which is treated of in para 6.

17. The second estimate amounts to Rupees 2,400, and is for tracing a road from Cuddapanuttum to Gooriattum. The necessity of this road has been explained in para 11.

18. The third Estimate is for the road referred to in the preceding para and has been adverted to in para 11.

19. The fourth estimate is for constructing masonry works on the Nagery road and has been reported upon in para 7.

20. The fifth estimate which amounts to Rupees 3,960 is for a useful cross road from Wallajahnugger to the Paulaur annicut.

I have, &c.

C. WHITTINGHAM,

Collector.

A

Statement shewing the Roads for which the repairs sanctioned by Government have been completed, or are in progress, those which have not been commenced, and those recommended for sanction in 1854 and 1855 in the District of North Arcot.

	Date of Sanction.	Amount Sanctioned.			Expenditure up to 31st December 1855.			Difference.			Remarks.
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
Completed.											
Conjeeveram to Thellaur	1st July 1853	11,564	11	8	11,564	11	8	0	0	0	
Arnee to Tirnamalay	20th Feb. 1854	9.187	0	3	9,187	2	1	0	1	10	Excess.
Road from Wallajahnugger to Sholinghur	21st Dec. 1852	6,845	3	3	6,845	2	1	0	1	2	
Progressing.											
Wallajahnugger to Sholinghur	15th Jan. 1855	5,491	12	3	4,037	3	0	1,454	9	3	
Road from Pootulput to Kurcumbaudy	21st Sept. 1852	12,822	1	3	8,907	1	3	3,915	0	0	
Cuddapah Road by Naggery	14th Aug. 1852	6,000	0	0	5,805	10	2	194	5	10	
Cunyembady Pass	10th July. 1851	1,[illegible]	4	0	607	4	0	560	0	0	
Vellore to Arnee	10th Feb. 1855	27,260	2	2	6,090	9	7	21,169	8	7	
Road from Chittoor to Suntapett	19th Dec. 1854	730	12	2	669	2	4	61	9	10	
Palaur Bridge at Vellore	10th Feb. 1855	72,673	0	6	12,022	13	2	60,650	3	4	
Synagoontah Ghaut	30th Mar. 1855	2,050	0	0	978	13	1	1,071	2	11	
Palmanair to Vencatagherry Cottah	10th Feb. 1855	32,052	15	2	1,845	3	7	30,207	11	7	
Improving Trunk Road, No. 11, between Damulcheroo and Kulloor	3d Feb. 1852	11,881	7	10	11,722	0	5	159	7	5	
Road from Pootulputt to Damulcheroo	9th Jan. 1854	31,954	12	6	14,192	8	0	17,762	4	6	
Road from Chittoor to Pootulputt	21st Oct. 1853	3,056	9	9	510	8	0	2,546	1	9	
Road between Chittoor and Pootulputt	16th Oct. 1854	9,560	2	0	1,171	8	4	8,388	15	8	

Alancoopum Bridge	3d May 1855	552	2	0	411	8	11	141	9	1
Agarum River Bridge	6th June 1855	12,140	2	0	2,062	3	6	10,079	14	6
Vellore to Pannatoor	5th July 1855	8,490	0	0	4,135	2	0	4,354	14	0
Not commenced.										
Road from Nagerry to Cuddapah	27th Feb. 1851	6,102	2	10	0	0	0	0	0	0
Tracing Road from Cuddapanuttum to Gooriattum	29th May 1854	2,400	0	0	0	0	0	0	0	0
Road from Verinjeepoorum to Trunk Road, No. 7	19th Dec. 1854	660	0	5	0	0	0	0	0	0
Road from Gooriattum to Pullicondah	24th Feb. 1855	13,187	0	0	0	0	0	0	0	0
Road from Pootulputt to Kurcumbaudy	24th Sept. 1855	21,426	6	9	0	0	0	0	0	0
Do. do.	19th April 1855	3,900	0	0	0	0	0	0	0	0
Pending sanction.										
Ranneepett to Aumoor	......	4,208	0	0	0	0	0	0	0	0
Wallajanugger to do.	......	2,730	0	0	0	0	0	0	0	0
65 Miles of Trunk Road, No. 1 to Annicut	......	2,940	0	0	0	0	0	0	0	0
Aumoor to Neelacoutroyenpett	......	3,650	0	0	0	0	0	0	0	0
Road from Thellaur to Wundawash and the Cheyaur river near Pennaghur	......	49,900	0	0	0	0	0	0	0	0
Balachetty to Companypett	......	35,500	0	0	0	0	0	0	0	0
Cauverypank to Bannaverum	......	20,400	0	0	0	0	0	0	0	0
Cheyaur River to Annicut	......	38,600	0	0	0	0	0	0	0	0
Annicut to 78th mile	......	19,800	0	0	0	0	0	0	0	0
Annicut to Timery	......	15,100	0	0	0	0	0	0	0	0
Wandawash to Trivuttoor	......	26,900	0	0	0	0	0	0	0	0
Chittoor to Gooriattum	......	51,465	9	3	0	0	0	0	0	0
Arcot to Salem Road	......	16,666	5	2	0	0	0	0	0	0
Arcot to Alapaukum	......	15,264	6	9	0	0	0	0	0	0

(Signed) C. C. JOHNSTON, Captain,
District Engineer of North Arcot.

(True Copy.)

C. WHITTINGHAM,
Collector.

North Arcot, District Engineer's Office,
Camp Arcot, 27th September, 1856.

B

Statement shewing the Roads for which the repairs sanctioned by Government have been completed, or are in progress, those which have not commenced, and those recommended for sanction in 1855 *and* 1856 *in the District of North Arcot.*

	Date of sanction.	Amount sanctioned.			Expenditure up to 30th April 1856.			Difference.			Remarks.
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
Completed.											
Road from Chittoor to Suntapettah	19th Dec. 1854	730	12	2	728	8	10	2	3	4	
Road from Vellore to Pennatoor	5th July 1855	8,490	0	0	8,490	0	0	0	0	0	
Progressing.											
Road from Wallajahungger to Sholinghur	15th Jan. 1855	5,491	12	3	4.922	3	0	569	9	3	
Road from Pootulput to Kurcumbaudy	21st Sep. 1852	12,822	1	3	11,090	13	0	1,731	4	3	
Cuddapah road by Nagerry	14th Aug. 1852	6,000	0	0	5,805	10	2	194	5	10	
Connyenbody pass	10th July 1851	1,167	4	0	607	4	0	560	0	0	
Road from Vellore to Arnee	10th Feb. 1855	27,260	2	2	8,338	0	11	18,922	1	3	
Constructing Palaur Bridge at Velloor	10th Feb. 1855	72,673	0	6	25,024	14	9	47,648	1	9	
Opening Synagoontah Ghaut	30th March 1855	2,050	0	0	1,332	1	1	717	14	11	
Alancoopum Bridge	3d May 1855	553	2	0	553	2	0	0	0	0	
Road from Palmanair to Vencatagherry Cottah	10th Feb. 1855	32,052	15	2	4,636	5	4	27,416	9	10	
Road from Pootulput to Kurcumbaudy	19th April 1855	3,900	0	0	2,482	0	0	1,418	0	0	
Training Road from Gooriattum to Cuddapanuttum	29th May 1854	2,400	0	0	745	12	1	1,654	3	11	
Road from Wallajahnuggur to Annicut	5th Feb. 1856	3,960	0	0	3,856	10	11	103	5	1	
Road from Pengaregoontah tank bund to Gooriattum	22d Oct. 1854	2,378	8	0	2,221	12	7	156	11	5	
Road from Nagerry to Poottoor	27th Feb. 1854	6,102	2	10	1,700	0	0	4,402	2	10	
Improving Trunk Road No. 11 between Damulchervoo and Kulloor	3d Feb. 1852	11,881	7	10	11,722	0	5	159	7	5	
Road from Pootulput to Damulchervoo	9th Jan. 1854	31.954	12	6	22,362	8	0	9,592	4	6	
Road from Chittoor to Pootulput	21st Oct. 1853	3,056	9	9	510	8	0	2,546	1	9	
Road between Chittoor and Pootulput	16th Oct. 1854	9,560	8	0	1,171	8	4	8,388	15	8	

Agarum River Bridge	6th June 1855	12,142	2	0	5,000	0	0	7,142	2	0	
Not commenced.											
Road from Verinjeepoorum to Western Trunk Road	19th Dec. 1854	660	0	5	0	0	0	0	0	0	
Road Gooriattum to Pulleecondah	24th Feb. 1855	13,187	9	1	0	0	0	0	0	0	
Road from Pootulput to Kurcumbaudy	24th Feb. 1855	21,426	6	3	0	0	0	0	0	0	
Cheyaur River near Tirvutoor to Annicut	25th Feb. 1856	38,600	0	0	0	0	0	0	0	0	
Annicut to 65th mile, No. 1 Road	5th do. do	2,940	0	0	0	0	0	0	0	0	
Ranneepett to Aumoor	3d April 1856	4,208	0	0	0	0	0	0	0	0	
Wallajanugger to do.	Do.	2,730	0	0	0	0	0	0	0	0	
Improving Synagoontah Ghaut and building 3 Bridges	23d Feb. 1856	4,700	0	0	0	0	0	0	0	0	
Pending sanction.											
Increasing the width of metalling on Trunk Road, No. 1	......	14,439	0	0	0	0	0	0	0	0	
Constructing Bridges across the Calanagoontah and Chittoor river on Trunk Road, No. 11	......	12,482 21,387	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Ponnay to Trivullum	......	17,200	0	0	0	0	0	0	0	0	
Arnee to Cudapundul	......	16,800	0	0	0	0	0	0	0	0	
Arnee to Olundul South Arcot	......	35,000	0	0	0	0	0	0	0	0	
From Cheyaur north of Arnee to Pollor and Pootulput towards Trinamalley	......	95,200	0	0	0	0	0	0	0	0	
Timerry to Annicut	......	15,100	0	0	0	0	0	0	0	0	
Arcot to 78th mile No. 1 Road	......	19,800	0	0	0	0	0	0	0	0	
Cauverypauk to Bonnaverum	......	20,400	0	0	0	0	0	0	0	0	
Balachetty to Companypett	......	35,500	0	0	0	0	0	0	0	0	
Thellaur to Wundawash and to the Cheyaur near Pennagur	......	49,900	0	0	0	0	0	0	0	0	
Aumoor to Neelacontroypettah	......	3,650	0	0	0	0	0	0	0	0	
Wundawash to Tirvuttoor	......	26,900	0	0	0	0	0	0	0	0	
Arcot to Salem Road	......	16,666	5	2	0	0	0	0	0	0	
Arcot to Alapaukum	......	15,264	6	9	0	0	0	0	0	0	
Chittoor to Gooriattum	......	51,465	9	3	0	0	0	0	0	0	

(Signed) C. C. JOHNSTON, Captain.
District Engineer of North Arcot.

North Arcot, District Engineer's Office,
Camp Arcot, 27th September, 1856.

(True Copy.)
C. WHITTINGHAM,
Collector.

From Arthur Hall, Esq., Collector of South Arcot, to Colonel C. E. Faber, Chief Engineer, dated 4th July 1856. No. 375.

SIR,

I have the honor to submit a report upon the roads and communications of this District for the year 1855 and for the first 4 months of 1856, which was called for in your official Memo. of the 13th Ultimo.

2. As I have already submitted a separate report to the Board of Revenue, on the operations connected with the Road fund of this District agreeably to Section 3 of the Rules sanctioned by Government on the 11th April last, and forwarded a copy of it to the Acting Civil Engineer 5th Division for transmission to the Central office, I shall confine myself at present to a brief notice of the other works as entered in the accompanying Statement which were executed from the general revenue during the period embraced in the report, with any particulars which it may seem useful to know.

3. The sums expended during the period under review amounted to Rupees 28,196-1-1. They were spent in opening out new lines of communication and in improving and repairing those already in existence. It will be observed that 150 miles of road were under construction and improvement, as exhibited in the Statement.

Road from Tindivanum to Pondicherry via Killianoor.

4. This is the Tappal route, but, as a road for traffic, it has now been superseded by the one running through the village of Mylum. Being however the shorter one of the two, foot passengers and Travellers on horseback largely avail themselves of this route. The sum of 1,500 Rupees was laid out on it in filling up the deep ruts which existed in several places and in repairing the roadway about Killianoor in a substantial manner. Much still remains to be done to put the line into a fit state for carts, but it does not seem worth while to expend more money on it now that the road through Mylum is open for quick Traffic.

Road from Verdachellum to Caravyputtemcoorchy.

5. This is the only road which leads from Verdachellum to the large and populous Towns of Tittagoody, Oodiarpolliem, Streemoostum and

Palliemcottah. The necessity of putting it into better order was brought to my notice by the Sub Collector within whose range the Talook of Virdachellum lies. The sum of 1,000 Rupees which was laid out on it only sufficed to make those repairs which were most needed, and it is now used by carts with less trouble than formerly.

Puttambakum to Trunk Road, No. 9, North of Punrootty.

6. This short line has proved a very useful one. It will be the route by which traffic will pass from Cuddalore to Tricolloor and Trinomallay, and it will also be a convenient way of going to Madras by Villapooram and Tindevanum. The sum laid out was sufficient to form the line with side ditches and level the ground, but to make it complete, the roadway should be metalled. I have recommended to the Acting Civil Engineer that a mileage of 100 Rupees should be laid out upon it from the maintenance allowance of 25,000 Rupees conditionally granted by Government for this District.

Road from Cullacoorchy to join the high road in the Salem Frontier.

7. This is a line of some importance being a continuation of the newly made road from Oolundoorpet, on Trunk road, No. 8, to Cullacoorchy. It joins the high road from Cuddalore to Salem on the frontier. It should be constructed in a substantial manner in anticipation of the heavy Traffic which will pass along it, more especially when a continuous line of road has been opened to Cuddalore to Oolundoorpet. The sum already expended on it was laid out in forming the line and in repairing the worst part of the old road. The road has recently been placed under the charge of the Overseer, Department of Public Works, who is carrying on the work also between Oolundoorpet and Cullacoorchy. It has been proposed to make further improvements by the expenditure of Rupees 4,500 from the Local fund.

Branch roads from Munnargoody & Chellumbrum.

8. The expenditure on this road was made in building 4 tunnels on the road leading from Munnargoody to Oodiarpolliem and Streemoostum the construction of which was strongly recommended by Mr. Surveyor Loftus, and also in improving the road from Chellumbrum to

Putcheavarum. The tunnels have been completed and three miles of the road formed and levelled. There is at present no hinderance to traffic on this line.

Repairing road, &c. from Munjacoopum to Trevady from Ellavanasore to Cullacoorchy and the branch roads about Tindevanum.

9. The first of these roads is the most important one, in many respects, in the District. There will be an enormous amount of traffic along it when it is continued to Oolundoorpet and thence till it joins the high road from Cuddalore on the Salem frontier. The money laid out on it was only employed for the purpose of repairing some of the bad portions of it, as well as of the other roads included in the item.

Repairing road from Cuddalore to Pondicherry.

10. As the annual allowance of 300 Rupees sanctioned on the 17th November 1846 for maintaining this road in repair was found to be insufficient for the purpose, application was made for an additional sum of Rupees 300 which was granted from the local fund. By means of this sum and the allowance, the road was put into very good order. The traffic which passes along it is exceedingly heavy and will become more so when the bridges which are now being constructed over the Ponnear and Calinjeeaur are finished.

From Tindevanum to the Government Salt Pans near Marcanum.

11. This sum was laid out in making about 7 miles of roadway not provided for in the former estimate. Metalling was also laid on a portion of the road first made. Another estimate has been subsequently sanctioned for the completion of this highly important line of road.

From Thyar to Tindevanum.

12. This road forms part of a line of communication from Chingleput and North Arcot Districts to the Salt Pans at Marcanum. A sum of 3,104 Rupees was expended in 1854 for its formation direct to Tellar, but it was subsequently found advisable to alter the line from Tellar to Tyaur which appears to be the better point of the two for opening the communication between those Districts and South Arcot. The sum disbursed was not enough to complete the opening of the whole line and

it is very desirable that the project of doing so should be again taken in hand.

From Tindevanum to Pondicherry via Mylum.

13. This is the road which is now made use of for quick Traffic from Tindevanum to Pondicherry. The amount entered in the Statement was only just enough to mark out and form a line of roadway, but not to make it capable of bearing the expected Traffic. A sum of 6,293 Rupees was then granted for expenditure on it from the District road fund which also proved insufficient, and a further sum of 2,000 Rupees has lately been sanctioned for its completion. Other details connected with this line of communication will be found in my report of the operations of the District road fund for the past year.

From Veeranum tank to Chellumbrum.

14. This line affords the means of communication between the villages on the Veeranum tank and the Cusbah Town of Chellumbrum. It is much frequented by the ryots for bringing their grain to market. The road was formerly hardly passable, but it has now been much improved by the outlay of the sum sanctioned for it.

Road from Vellaur to Colleroon.

15. This is a very important line of communication forming, as it does, a portion of the Southern Coast Road from Madras to the Tanjore District. The repairs which were made last year tended much to put it into good order and it is at present practicable for Carts without hinderance.

Road from Chellumbrum to Munnargoody.

16. It is of the utmost importance to keep up a good communication between these two large Towns, the Cusbahs of the two Talooks of the same names. The road had fallen into a most wretched state, but it has been greatly improved by the work done to it last year. The line is now open for Cart Traffic and is much used.

Road from Chellumbrum to the Salt Pans at Killay.

17. Great inconvenience was formerly caused to merchants and others coming to purchase Salt at Killay, by the want of a good road

leading from Chellumbrum to the stores. This has now been remedied by the construction of the present line which has been made a good second class road. The work has been finished with the exception of a few small Tunnels which are now in progress.

Road between Yailoor and the Vuddavaur at Chettytangul.

18. This line connects several populous Villages with each other and with the Cusbah of Munnargoody, helping to open out a rich part of the District. Circumstances prevented much work being done last year, but operations will be resumed shortly.

Road from Cuddalore to the Salt Pans at Goondalum.

19. This is a road intended for the use of Carts coming to the Salt Stores. It was much required and great benefit has resulted from its formation.

20. I have thus enumerated all the roads upon which money was laid out during the period reported on, with the exception of the Trunk Roads and those under the executive charge of the Engineer Department. These will I presume be reported on by the Civil Engineer. They are as follows and consist of some of the most important lines in the District.

Trunk road No. 8 from Achirewauk to Vellore.

Trunk road No. 9 from Pauperamput to Colleroon.

Road from Tindevanum to Trinomallie via Gingee.

Do. from Oolundoorpet to Cullacoorchy.

Do. from Cuddalore to Salem frontier via Verdachellum.

Do. from Cuddalore to Chellumbrum.

21. Considerable progress was made towards completing the last four mentioned roads and great indeed will be the public benefit when they are all fairly opened for quick traffic. This cannot take place, however, till each line is bridged and tunnelled throughout.

22. The subject of making provision for the made roads of the District is a most important one, but as it is, I believe under consideration, in view to systematic arrangements being adopted for the

preservation of all roads when once constructed, I need not enter upon it here.

23. At the present moment there seems every prospect of this District becoming gradually well provided with roads and communications, which will of course add materially to the prosperity of the province.

I have, &c.

ARTHUR HALL,

Collector.

Tabular Statement showing the progress of the Road improvements in the District of South Arcot.

	Name of Road, Bridge, &c.	Date of sanction.	Amount of Estimate. Rs.	A.	P.	Amount of Work performed during the year. Rs.	A.	P.	Total of Estimate under each head. Rs.	A.	P.	Total disbursement under each head. Rs.	A.	P.	Length of road under construction during the year.
Expenditure out of the allowance of 5,500 Rupees for 1855.	*Work performed.* Repairing the Road from Tindivanum through Killeyanore, to Pondicherry....................	Board's Proceedings 12th March 1855....	1,500	0	0	1,500	0	0	0	0	0	0	0	0	20
	Repairing the Road from Virdachellem to Caraveppencoorchy..............................	Do. Do.	1,000	0	0	1,000	0	0	0	0	0	0	0	0	5
	Forming the Road marked out from Puttumbaukam to a point on Trunk Road, No. 9, two miles north of Punrooty....................	Do. Do.	1,000	0	0	1,000	0	0	0	0	0	0	0	0	6
	Improving and opening a Road from Cullacoorchy to join the new high Road on the Salem frontier..................................	Do. Do.	1,000	0	0	637	13	6	0	0	0	0	0	0	14
	Branch Roads from Munnargoody and Chellumbrum..................................	Do. Do.	1,000	0	0	967	5	0	0	0	0	0	0	0	3
									5,500	0	0	5,105	2	6	
Expenditure out of the allowance of 1,500 Rs. for 1855	Repairing the Road &c. from Munjacoopum to Trivady, from Ellavanasore to Cullacoorchy, and the branch Roads leading from Tindivanum; also for cutting side Channels and purchasing Tools, &c.................	Do. Do.	1,500	0	0	1,498	15	9							
									1,500	0	0	1,498	15	9	0

Out of the allowance of 300 Rs.	Repairing Road from Cuddalore to Pondicherry	17th Nov. 1846	300	0	0	300	0	0	300	0	0	300	0	0	0
	Road from Tindivanum to the Government Salt pans near Mercanum	Mins. of Con. 8th Nov. 1854	2,500	0	0	2,261	6	7	0	0	0	0	0	0	19½
	Do. from Thyar to Tindivanum	Do. 8th Nov. 1854	2,000	0	0	1,960	0	0	0	0	0	0	0	0	12½
	Do. from Tindivanum to Pondicherry via Mylum	Do. Do.	5,500	0	0	5,500	0	0	0	0	0	0	0	0	29
	Do. from Veeranum Tank to Chellumbrum	Board's Proceedings 6th Feb. 1854	810	0	0	795	0	2	0	0	0	0	0	0	10
	For a Tunnel on Road, No. 1	Do. Do.	142	0	0	131	11	0	0	0	0	0	0	0	0
	Repairing the Road from Vellaur to Coleroon	Board's Proceedings 3d May 1855	2,283	10	10	2,079	8	9	0	0	0	0	0	0	7
	Do. do. from Chellumbrum to Munnargoody in the limits of Chellembrum	Do. Do.	1,689	6	1	1,682	9	9	0	0	0	0	0	0	13
	Road from Chellumbrum to the Salt Pans at Killay and Tillavadungun, &c.	Mins. of Con. 19th Dec. 1854	4,380	7	0	3,927	11	5	0	0	0	0	0	0	5
	Opening out the Road between Yellore on the Coleroon to the bank of the Vuddavaur near Chettythangul	Do. Do.	3,346	0	0	1,432	0	2	0	0	0	0	0	0	4½
	Embankment, &c. in the Mylum Road (limits of Vaunoor)	Emergent	939	8	0	939	8	0	0	0	0	0	0	0	0
	Road from Cuddalore to Goondalum and Coodecaudoo Salt pans	Mins. of Con. 15th Dec. 1854	582	4	0	582	4	0	0	0	0	0	0	0	2
									24,173	3	11	21,291	14	10	
	Total Rupees								...	...	...	28,196	1	1	150½

Errors Excepted.

ARTHUR HALL,
Collector.

South Arcot, Collector's Cutcherry,
Cuddalore, 4th July, 1856.

From H. Forbes, Esq., Collector of Tanjore, to Colonel C. E. Faber, Chief Engineer, dated 7th April 1856, *Tanjore, Sheally, No.* 94.

Sir,

Para. 1. I have the honor to report on the work done to improve the communications of the province in 1855.

2. The total expenditure amounted to Rupees 1,56,917, of which Rupees 20,000 were charged to the Collector's discretionary allowance and Rupees 1,36,917 to the head of occasional works.

3. The discretionary allowance was expended in repairing thirty nine different roads at an expense of Rupees 16,169, in repairing 23 road tunnels at an expense of Rupees 445, in erecting 34 new tunnels at a cost of Rupees 2,364, and in constructing a bridge at a cost of Rupees 464; the remainder of the total outlay, or Rupees 555, was spent in the employment of Sibbendy.

4. The occasional expenditure was thus divided, Rupees 32,131 on earth work, Rupees 184 in repairing 27 old tunnels, and Rupees 20,379 in erecting 284 new ones, and Rupees 31,203 in constructing wholly or in part 27 bridges.

5. A new road was made from Tritrapoondy to Cullimode on the South bank of the Aduppar, whence grain can be taken to Topetoray by water. This road is not quite completed, and it requires the attention that is always requisite in the Delta after a new road has been subjected to the influence of its first monsoon. Another road was made from Cungaluncherry, about four miles north of Trivellore, on the road to Perellum, to the foot of the bridge over the Bettaur at Nagore; it passes through a richly cultivated tract, and will afford great facilities to the conveyance of grain to the coast. This road probably also requires attention after the action of the monsoon, but there is sufficient balance from the estimate to put it in proper order. A third road was made from Paupanassem to Shaliamungalum on the high road from Tanjore to Negapatam, affording facilities which have for many years been desired by the people, for the transport of the produce of one of the most richly cultivated parts of Tanjore.

6. The road from Trivellore to Tritrapoondy was so altered and improved, that the work may almost be classed as a new road. It was formerly extremely tortuous in its line, and was not even in a straight

direction, following apparently, as many of the old roads in the Province did, the accidental course of some old embankment.

7. The road from Kottoor to Shengundy, which had originally been made at the expence of the merasidars, and was destroyed in the storm of 1853, was last year reconstructed at the public expense to complete the communication. Some bridges are required, for which I shall endeavour to have estimates prepared this year.

8. A new road was made from the Lower Coleroon Annicut to Cottaulum and will afford an outlet for the produce of a fine tract of country.

9. Finally the roads from Tanjore to Manargoody, and Tanjore to Puttoocottah, were altered and improved, and on the whole about 85 miles of new road were made, and 25 miles efficiently repaired, independent of the expenditure incurred under the head of the discretionary allowance.

10. The following seventeen bridges were built six of three arches, and eleven of one arch.

			Arches.	Rs.	A.	P.
1.	Bridge across the Condyoor surplus on the road from Tanjore to Manargoody...		3	692	13	
2.	Do. across the Culloovaury from Do. to Poodoocottah......................		3	1,716	3	0
3.	Do. across the Adykenchettyvaury on Do. to Do.			624		
4.	Do. across the Cundarayanor....	Road from Paupanasum to Shauliamungalum.		637	2	0
5.	Do. across the Vickramanor....			590	0	0
6.	Do. across the Conakadoongal.			219	8	0
7.	Do. across the South Rajahvoikal............................			616		
8.	Do. across the Rajahvoikal of Meratoor......		1	375	0	0
9.	Do. across the Chinna Poigay...		1	658	2	0
10.	Do. across the Peria Poigay....		3	2,632	11	0
11.	Do. across the Regoonathencavery..........................		3	2,119	4	0
12	Do. across the Iyoor channel on the road from Trivellore to Tritrapoondy..................		1	335	10	0
13	Do. across the Trivelumjooly channel on the road from Do. to Do.			416	1	0

			Arches.	Rs.	A.	P.
14	Do.	across the Vengadungal surplus on the road from Cungalancherry to Nagore........................	1	1,246	11	0
15	Do.	across the Valuppaur on the road from Do. to Do.	1	1,509	11	0
16	Do.	across the Navigation canal on the road from Negapatam to point Calemere..............................	1	3,232	11	6
17	Do.	across the Vadasungundy surplus on the road from Coatoor to Sungundy..............................	1	322	4	7

11. The parapets of five bridges built in 1854 were constructed in last year, and a commencement was made in the erection of the following seven bridges, which it is expected will be completed during the present season.

1. Coleroon at Aunikaren Chuttrum.
2. Coleroon at Lower Annicut.
3. Vennar between Paupanassem and Shauliamungalum.
4. Vettaur between Paupanassem and Shauliamungalum.
5. Cauvery between Lower Annicut and Cootaulum.
6. Munuyaur Do. Do. Do.
7. Palavanar Do. Do. Do.

12. I take this opportunity of replying to Major Lawford's letter of the 23rd of February, informing me that, no separate estimate for the repair of the main roads in Tanjore having been entered in the Budget of 1856-57, and the Civil Engineer having reported unfavorably of the results of past expenditure, it is considered inexpedient to make application for the extra grant I solicited in my letter to the Civil Engineer dated the 21st of March 1855, and referred to in my letter to you of the 26th January last. I am at the same time requested to submit to you a full report of the actual effects of the discretionary expenditure of the past two years.

13. In order that I might know the grounds on which the Civil Engineer had reported unfavorably of the results of past expenditure, I requested Major Boileau to send me a copy of his report to you, and I am of opinion that you have attached a meaning to his remarks th.. they were not intended to convey.

14. Major Boileau, so far from discountenancing the grant I applied for, really recommends its sanction, and although he offers an opinion that the roads which he has seen are not in the highest order,

he adds his professional opinion that they can never be improved, until they are made first class roads, and are covered with gravel throughout.

15. I take leave to submit to you that this opinion is quite beside the question. No one doubts for a moment that a gravelled road is infinitely superior to one made of mud and sand. But still less, if possible, would any one doubt the entire impossibility of gravelling the Tanjore roads, at the cost now sanctioned for their repair, and although it is Major Boileau's opinion that no good result can be obtained from any repair short of the spread of gravel, that certainly was not the view taken by the Collector, the Civil Engineer, the Board of Revenue and the Government, when the discretionary allowance was granted in 1853.

16. From the correspondence on record it appears that the grant was made in consequence of the many delays that occurred in obtaining sanction for individual estimates, so that a road was often in a very different state at the time when an estimate for its repair was sanctioned, than it had been at the time when the estimate was first prepared the condition of the country was adverted to, the fact that it had no national roads was insisted on, and it is obvious throughout, that ordinary repair with earth and sand was all that was expected, and that to gravel the whole roads was not even thought of. Indeed it is wholly impossible that it should have been. At the time in question there were 900 miles of made road in Tanjore, and the amount sanctioned for repair, gives a mileage of about 22 Rupees. No gravel is to be found in the Delta East of Tanjore, and as an average of forty miles may be assumed as the distance which it would have to be carried to dig, to sift, to cart, to carry the gravel this distance, to spread, to water, and to roll, it would probably cost about 5,400 Rupees a mile, or 24,500 per cent above the sanctioned sum. Major Boileau's opinion therefore, although possibly sound in the abstract, is certainly not that under which the Government sanctioned the discretionary outlay of 20,000 Rupees, and is not to be taken into account when considering what the results of the expenditure of that outlay have been.

17. Moreover I cannot find that it was expected that the expenditure of the discretionary outlay was to do more than keep the roads in repair, and I am of opinion that it is not reasonable to expect that for so small a sum, I shall be able in an alluvial Delta, with no

material at my disposal but mud and sand, to maintain a perfectly hard surface throughout the dry weather, and a perfectly dry one throughout the monsoon. It is one of the evils of our position that the material which is hard in the summer, is a soft mud during the rain, and that the sand, which alone makes the mud passable in the monsoon, of necessity makes a heavy draught in the summer.

18. But to say that the roads are considering the nature of the country, bad, or that they have not of late years improved is I think not borne out by facts. I was first acquainted with Tanjore in 1835, I left the District in 1843, and returned to it in 1853, and I can honestly assert that I found the very greatest improvement i the state of the roads when I returned. I remember the time when fifteen sets of bearers were to be had in Mayaveram town alone, when not only the public servants, but the merasedars, travelled in palanquins, and when, except the common country carts, wheeled conveyances were unknown. Now I am unable to supply a demand lately made upon me for three sets of bearers to be sent from Tanjore to Trichinopoly, and can send only one. The whole of the cutcherry, the Tassildars, the merasidars, and the community in general, travel in bullock carriages, and at the very time that Major Boileau was writing to you that the roads were in so bad a state, I drove a curricle from Tanjore to Combaconum and back, without let or hindrance, and have subsequently driven it to Sheally. If the roads permit of this, I am of opinion that it is evident that they do not offer obstruction to the slow traffic of the country.

19. It is very possible that with professional advice I might be able to expend the money to better advantage. That advice I am perfectly ready to follow, and shall be most happy to receive from you, but I beg that the mileage at my disposal may be considered in any plan that may be recommended, and that data may be given for any new system of road repair that is to be introduced.

20. It appears to me easier to see the defects of the Delta roads than to prescribe an efficient remedy, and less difficult to detect the faults of our present system of repair, than to suggest a more practical plan. The present maramut superintendent, on arriving from the north, was struck at the absence of metal on all the District roads, and immediately proposed to gravel them, and thus to expend on each road in succession, the whole of one year's discretionary allowance. When however he came to prepare a careful estimate, he found that it would cost 11½ lacs of Rupees to gravel the four Main Roads only, from the grand annicut to Annikaren Chuttrum, from Tanjore to the Lower annicut, from Tanjore to Negapatam, and from Combaconum to Tranquibar.

21. I observe that in his list of proposed works to be entered in the next Budget, the Civil Engineer has set down Rupees 1,00,000 and Rupees 2,00,000 respectively, as the probable cast of gravelling the roads from Tanjore to Negapatam, and from the grand annicut to Annikaren Chuttrum, sums which are in my opinion wholly inadequate to do the work effectually.

22. Whether however the roads are to be hereafter gravelled or not, is not the present question. We have at present an allowance of 16½ Rupees a mile for the repair of the roads, and the following is the traffic for which we have to provide on some of the principal lines.

Monthly traffic.

	Carts.	Cattle.	People.
From Tanjore to Negapatam, at Adeyacamungalum................................	34,652	34,084	21,678
From Triviar to Annikaren Choultry at Madeharjunam........................	1,908	6,996	6,283
From Nagore to Tranquibar at the Vettaur bridge....................................	5,840	16,608	28,417

Our materials are mud and sand, the traffic is ceaseless day and night, and the annual allowance per mile is 16½ Rupees. I do not wonder that

the roads are no better, but I am sometimes surprised that they are as good as they are.

23. As regards the system under which the repairs are made, I have certainly heard it found fault with, but at the same time I have in vain asked those who blamed it to suggest another, better adapted to the peculiar circumstances of Tanjore. All labor is in the hands of the Merassidars, and although no doubt high rates of pay might attract the people from their regular employers' service, it is obvious that on the mileage we have to expend, there is no great room for very lavish rates. In accordance with long established custom, the Merassidars will give their labor at the call of the public officers, but to no one not clothed with authority, do they consider it necessary to attend. Last year, at the Civil Engineer's suggestion, I appointed three road Overseers, nonimated, but not recommended by him, two were Europeans, and one an East Indian. They drew each 35 Rs. a month for about three months, and did not earn an anna. They did literally nothing; no labor was forthcoming at their call, and as the season was drawing on without any work having been done, I was obliged to remove them all, and replace the road repairs in the same hands that directed all the rest of the District maramut.

24. I consider that the allowance we now have is wholly inadequate to keep the Tanjore roads in good repair, and it was therefore that, with the concurrence of Major Lawford, I applied for a separate grant for the two main lines. This has been negatived on a report from the Civil Engineer supposed to be unfavorable as regards the results of past expenditure. The sole remedy which the Civil Engineer believes to be possible is one the expence of which would be so enormous, that it can hardly be considered a practical suggestion, and I therefore request that you will again consider whether there is any thing unreasonable in my applying for a grant which implies only my inability

to repair the wear and tear of unmetalled roads, traversed by more that 34,000 carts a month, when the annual means at my disposal are but 16½ Rupees a mile.

I have, &c.

H. FORBES,

Collector.

Expenditure on Roads in Tan-

Date of sanction.	Particulars of Roads. Names.	Amount sanctioned. Rs.	A.	P.
30th Jan. 1851 and 16th June 1853.	Repairing and Tunnelling the Road from Combaconum towards Madras..........	4,416	13	0
18th March 1853....	Sibbundy for Sundry Works..................	85	4	0
5th May 1853...	Constructing a Bridge of 5 Arches across the Palavaur on the Road from Pundanellore to Vydeeswaren Covil............	6,660	0	0
23d May 1853...	Repairing part of the Road from Combaconum to Tranquebar and constructing Tunnels..................................	4,224	11	0
23d May 1853...	Repairing the Road from Combaconum to Monnargoody..............................	3,600	0	0
	Do. do. from do. to Tranquebar....	1,700	0	0
	Do. do. from do. to Trevalore........	1,820	0	0
	Do. do. from do. to Tanjore.........	675	0	0
	Do. do. from Sheally to Tranquebar...	937	8	0
	Do. do. from Myaverum to do.	600	0	0
	Sibbundy for do.	600	0	0
23d Aug. 1853...	Constructing a Bridge of 3 Arches across the Codichoottiar on the Road from Negapatam to Vadarunnyem............	5,281	0	0
	Do. do. of 3 Arches across the Moolliar on do. from Moottoopattah to Vadarunnyem....................	2,815	15	0
30th Aug. 1853.	Improving the line of the Road from Monnargoody to Adarampatam and constructing Tunnels, &c..............	6,625	6	0
27th Jan. and by Board 27th Nov., 1854.....	Forming the Road between Tanjore and Monnargoody and constructing Tunnels....................................	4,700	0	0
	Do. between Tanjore and Puttoocottah and constructing Tunnels.	4,254	8	0

jore District, in the year 1855.

Total of each sanction.			Expenditure.									Balance.			Remarks.
			Up to 1854.			In 1855.			Total.						
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
4,416	13	0	2,615	7	0	811	12	0	3,427	3	0	989	10	0	
85	4	0	85	4	0	85	4	0	0	0	0	0	0	0	
6,660	0	0	6,484	2	0	152	4	0	6,636	6	0	23	10	0	
4,224	11	0	3,233	13	0	785	3	0	4,019	0	0	205	11	0	
0	0	0	1,110	8	0	2,406	14	7	3,517	6	7	82	9	5	
0	0	0	546	6	0	248	2	0	794	8	0	905	8	0	
0	0	0	1,015	15	0	785	0	0	1,800	15	0	19	1	0	
0	0	0	547	1	0	120	10	0	667	11	0	7	5	0	
0	0	0	649	12	0	282	15	0	932	11	0	4	13	0	
0	0	0	572	14	0	27	2	0	600	0	0	0	0	0	
0	0	0	31	5	0	0	0	0	31	5	0	568	11	0	
9,932	8	0	4,473	13	0	3,870	11	7	8,344	8	7	1,587	15	5	
0	0	0	5,048	13	0	231	10	4	5,280	7	4	0	8	8	
0	0	0	2,803	3	0	0	0	0	2,803	3	0	12	12	0	
8,096	15	0	7,852	0	0	231	10	4	8,083	10	4	13	4	8	
6,625	6	0	6,328	2	0	132	1	0	6,460	3	0	165	3	0	
0	0	0	603	7	0	3,453	1	0	4,056	8	0	643	8	0	
0	0	0	0	0	0	3,820	9	0	3,820	9	0	433	15	0	
8,954	8	0	603	7	0	7,273	10	0	7,877	1	0	1,077	7	0	

Expenditure on

Date of sanction.	Particulars of Roads. Names.	Amount Sanctioned. Rs.	A.	P.
1st Feb. 1854.	On the Road between Trivalore and Tritrapoondy constructing a Bridge of 3 Arches across the Valiar................	2,930	0	0
	Do. do of 3 Arches across the Cauttaur..............................	3,365	0	0
	Do. do. of 3 Arches across the Paundaviar......................	4,494	0	0
	Do. do. of 3 Arches across the Velliar..............................	4,395	0	0
	Do. do. of 1 Arch across the Chendranady..........................	1,660	0	0
	Do. do. of 3 Arches across the Harichendranady....................	3,102	8	0
	Do. do. of 3 Arches across the Aduppaur............................	4,303	13	0
26th June 1854.	Constructing a Bridge over the Navigable surplus Channel near Negapatam on the Road from Negapatam to Kodicaray..	3,242	11	0
26th June 1854.	Forming the Road from Koattoor to Shengondy on the Tritrapoondy Moottoopattah Road and constructing Tunnels..	4,878	0	0
26th June 1854.	Constructing a Bridge across the Colloovaury on the Road from Tanjore to Poodooocottah............................	1,974	0	0
	Do. do. across the Audakenchettyvary on do..............................	1,128	0	0

Roads, &c.—(continued.)

Total of each sanction.			Expenditure.									Balance.			Remarks.
			Up to 1854.			In 1855.			Total.						
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
0	0	0	2,686	5	0	0	0	0	2,686	5	0	243	11	0	
0	0	0	3,155	13	0	0	0	0	3,155	13	0	209	3	0	
0	0	0	4,331	1	0	150	8	0	4,481	9	0	12	7	0	
0	0	0	4,288	3	0	130	0	0	4,418	3	0	23	3	0	Deducted
0	0	0	1,601	13	0	0	0	0	1,601	13	0	58	3	0	
0	0	0	2,930	15	0	0	0	0	2,930	15	0	171	9	0	
0	0	0	4,094	1	0	68	4	0	4,162	5	0	141	8	0	
24,250	5	0	23,088	3	0	348	12	0	23,436	15	0	813	6	0	
3,242	11	0	0	0	0	3,232	11	6	3,232	11	6	9	15	6	
4,873	0	0	0	0	0	3,836	8	10	3,836	8	10	1,036	7	2	
0	0	0	0	0	0	1,716	3	0	1,716	3	0	257	13	0	
	0	0	0	0	0	624	4	0	624	4	0	508	12	0	
3,102	0	0	0	0	0	2,340	7	0	2,340	7	0	761	9	0	

Expenditure on

Date of sanction.	Particulars of Roads. Names.	Amount sanctioned. Rs.	A.	P.
25th Aug. 1854.	Forming the Road between the Lower Colroon Annicut and the Town of Coottalum and constructing Tunnels.	4,731	6	0
	Do. from Tritrapoondy to Kullimode, along the Adappaur South bank and constructing Tunnels........	5,546	6	0
14th Dec. 1854.	Do. the Road from Congalanjairy to Nagore along the Vettaur Bank and constructing Tunnels and Bridges......	12,851	13	0
	Improving the Road from Tritrapoondy to Trivalore and constructing Tunnels..	14,000	0	0
	Constructing 3 Bridges on the Road between Coottalum and the Lower Colroon Annicut..................................	11,192	0	0
19th Dec. 1854.	Altering the Bridge across the Tootoovaikal on the Road from Moottoopatah to Vadarunnyem..............................	1,277	8	0
	Do. 4 Bridges across the Moolliar on the do. from Monnargoody to Vadarunnyem..............................	2,723	6	0
10th Feb. 1855.	Forming the Road from Ammapatah to Papanassem and constructing Bridges and Tunnels..............................	42,165	4	0
26th Feb. 1855.	Re-building of the Perinjary Bridge over Veerasolaganaur from Myaverum to Teroovalore..............................	2,548	0	0
2d June 1855.	Metalling the Road and constructing Tunnels on the Road from Tanjore to Poodoocottah..............................	4,407	8	0

Roads, &c.—(continued.)

Total of each sanction.			Expenditure.									Balance.			Remarks.
			Up to 1854.			In 1855.			Total.						
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
0	0	0	0	0	0	3,876	0	3	3,876	0	8	855	5	9	
0	0	0	0	0	0	5,013	8	0	5,013	8	0	533	5	4	
10,277	12	0	0	0	0	8,889	0	11	8,889	0	11	1,388	11	1	
0	0	0	0	0	0	11,169	15	10	11,169	15	10	1,681	13	2	
0	0	0	0	0	0	11,721	2	8	11,721	2	8	2,278	13	4	
0	0	0	0	0	0	6,676	13	6	6,676	13	6	4,515	2	6	
38,043	13	0	0	0	0	29,568	0	0	29,568	0	0	8,475	13	0	
0	0	0	0	0	0	0	0	0	0	0	0	1,277	8	0	
0	0	0	0	0	0	0	0	0	0	0	0	2,723	6	0	
4,000	14	0	0	0	0	0	0	0	0	0	0	4,000	14	0	
42,165	4	0	0	0	0	22,340	13	8	22,340	13	8	19,824	6	9	
2,548	0	0	0	0	0	0	0	0	0	0	0	2,548	0	0	
4,407	8	0	0	0	0	0	0	0	0	0	0	4,407	8	0	

Expenditure on

Date of sanction.	Particulars of Roads. Names.	Amount Sanctioned. Rs.	A.	P.
12th July 1855.	Bridge across the Adappaur on the Road from Negapatam to Point Calemere ...	11,507	0	0
10th July 1855.	Do. across the Colroon at Aunickaren on the Road from Negapatam to Cuddalore and Madras. Estimate 1,30,000. 92,000 deduct from Pagoda fund	38,000	0	0
13th July 1855.	Forming 3 Roads between the Nadoovassel Salt pans and constructing a Bridge and Tunnels......................	7,726	15	0
	Total......	2,43,141	3	0
	Pagoda Funds.			
In Rs. 70,000 29th Sept. 1851.	Bridge across the Paumanyar on the Road from Moottooputtah to Adharampatam..................................	7,582	10	0
In Rs. 1,00,000 5th Sept. 1854.	Do. across the Colroon at Aunickaren Chutterum on the Road from Negapatam to Cuddalore and Madras.................................. Estimate 1,30,000......	92,000	0	0
	Discretionary outlay of 20,000 Rupees.			
23d May 1853.	Repairing the Road from Negapatam to Trichinopoly..................................			
	Do. from Trichinopoly to Madras....			
	Do. from do. to Adharumpatam....			

Roads, &c.—(continued.)

Total of each sanction.			Expenditure.									Balance.			Remarks.
			Up to 1854.			In 1855.			Total.						
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
11,507	8	0	0	0	0	0	0	0	0	0	0	11,507	0	0	
38,000	0	0	0	0	0	0	0	0	0	0	0	38,000	0	0	
7,726	15	0	0	0	0	0	0	0	0	0	0	7,726	15	0	
0	0	0	54,678	15	0	83,898	13	5	1,38,577	12	5	1,04,563	6	7	
7,582	10	0	7,524	1	0	58	9	0	7,582	10	0	0	0	0	
92,000	0	0	0	0	0	52,960	9	0	52,960	9	0	39,039	7	0	
99,582	10	0	7,524	1	0	53,019	2	0	60,543	3	0	39,039	7	0	
...	...	...	...	...	...	3,966	12	5							
...	...	...	...	...	...	3,422	13	1							
...	...	...	...	...	...	2,308	3	0							

Expenditure on

Date of Sanction.	Particulars of Roads. Names.	Amount sanctioned. Rs.	A.	P.
23d May 1853.	Repairing the Road from Combaconum to Tanjore	...	...	...
	Do. from Tanjore to Merattoor	...	...	...
	Do. from do. to Monnargoody	...	...	...
	Do. from do. to Mootooputtah	...	...	...
	Do. from do. to Poodoocottah	...	...	...
	Do. from Parpanassem to Velungiman	...	...	...
	Do. from Combaconum to Vodyarpulem	...	...	...
	Do. from Combaconum to Tranquebar	...	...	...
	Do. from do. to Karrical	...	...	...
	Do. from do. to Nunnelum	...	...	...
	Do. from do. to Adharampatam	...	...	...
	Do. from Velungiman to Trivalore	...	...	...
	Do. from Codavassel to Koradacherry	...	...	...
	Do. from Monnargoody to Tritrapoondy	...	...	...
	Do. from do. to Trivalore	...	...	...
	Do. from Nagore to Auliyoor	...	...	...
	Do. from Sheally to Tranquebar	...	...	...
	Do. from do. to Teroomalavassel	...	...	...
	Do. from Myaverum to Negapatam	...	...	...
	Do. from do. to Tranquebar	...	...	...
	Do. from do. to Kavarypatam	...	...	...
	Do. from Pavalem to Tritrapoondy	...	...	...
	Do. from Tranquebar to Point Calemere	...	...	...
	Do. from Aplemgoody to Ammapattah	...	...	...
	Do. from Paupanassem to Shalia Mongulum	...	...	...
	Do. from Pundanellore to Vydeeswaren Covil	...	...	...
	Do. from Vellum to Vortnaud	...	...	...

Roads, &c.—(continued.)

Total of each sanction.			Expenditure.									Balance.			Remarks.
			Up to 1854.			In 1855.			Total.						
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
...	...	...	...	...	...	1,697	8	5							
...	...	...	...	...	...	937	7	0							
...	...	...	...	...	...	708	13	0							
...	...	...	...	...	...	845	8	0							
...	...	...	...	...	...	10	1	0							
...	...	...	...	...	...	70	0	0							
...	...	...	...	...	...	47	1	0							
...	...	...	...	...	...	246	0	0							
...	...	...	...	...	...	305	0	0							
...	...	...	...	...	...	70	0	0							
...	...	...	...	...	...	136	9	0							
...	...	...	...	...	...	314	8	0							
...	...	...	...	...	...	176	1	0							
...	...	...	...	...	...	219	9	0							
...	...	...	...	...	...	318	2	0							
...	...	...	...	...	...	196	7	5							
...	...	...	...	...	...	280	10	0							
...	...	...	...	...	...	100	0	0							
...	...	...	...	...	...	650	0	0							
...	...	...	...	...	...	300	0	0							
...	...	...	...	...	...	160	0	0							
...	...	...	...	...	...	78	12	0							
...	...	...	...	...	...	230	0	0							
...	...	...	...	...	...	25	0	0							
...	...	...	...	...	...	99	1	0							
...	...	...	...	...	...	510	0	0							
...	...	...	...	...	...	241	2	0							

Expenditure on

Date of Sanction.	Particulars of Roads. Names.	Amount sanctioned. Rs.	A.	P.
23d May, 1853.	Repairing the Road from Negapatam to Poottoor	...	...	...
	Do. from Adharampatam Bankshall to Sea Custom House	...	...	...
	Do. from Nauchiyar Covil to Koottanoor	...	...	...
	Do. Chendrapady Salt Road	...	...	...
	Do. from Road, No. 2, to join with the Road along the North bank of Cavery	...	...	...
	Do. Road along the do. to Cavarypatam	...	...	...
	Do. do. from Muttearjoonum to Teroonagaswarum	...	...	...
	Do. the Cross Road, between No. 2 to 13 from Combaconum to Karrical	...	...	...
	Do. Road from Parapanputty to Nunnelum	...	...	...
	6 Wheel Barrows	...	...	...
	For Ballast	...	...	...
	For Road Overseer's Pay	...	...	...
	For Huzzoor Writer's Pay	...	...	...
	Total	...	...	...
	Total work done in 1855	...	...	...

Tanjore, Sheally,
7th April, 1856.

Roads, &c.—(concluded.)

Total of each sanction.			Expenditure.									Balance.			Remarks.
			Up to 1854.			In 1855.			Total.						
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
...	...	...	...	...	...	669	5	10							
...	...	...	...	...	...	162	2	2							
...	...	...	...	...	...	641	15	0							
...	...	...	...	...	...	20	12	0							
...	...	...	...	...	...	15	0	0							
...	...	...	...	...	...	60	0	0							
...	...	...	...	...	...	50	0	0							
...	...	...	...	...	...	20	0	0							
...	...	...	...	...	...	33	4	0							
									19,444	7	2				
...	...	...	...	...	...	77	12	6							
...	...	...	...	...	...	55	4	0							
...	...	...	...	...	...	308	8	4							
...	...	...	...	...	...	119	0	0							
									555	8	10				
...	...	...	...	...	...	...	...	...	20,000	0	0				
...	...	...	...	...	...	...	...	...	1,56,917	15	5				

E. E.

H. FORBES,
Collector.

From J. Bird, Esq., Collector of Trichinopoly, to Colonel C. E. Faber, Chief Engineer, dated Trichinopoly, 26th March 1856, *No.* 65.

SIR,

Para. 1. In compliance with the instructions conveyed by the Circular Order received from the Board of Revenue Department Public Works under date the 21st October 1847, and also with the Resolutions in Council of the 11th February 1851, I have the honor to submit the annual report on the state of the roads and communications of this District.

2. The roads of the province have not received that amount of injury as has been usual during past years, for the reason that the periodical or Monsoon rains were not violent during the past season. In the early months, as September and October 1855, there was much heavy rain, and the roads were a good deal cut up ; such as the Combaconem, and those that are not metalled suffered most, and required constant attention to keep them in tolerable order.

3. On the whole I am justified in stating the roads of the District are in very fair order, and far above the generality of communications in the neighbouring Zillahs.

4. The roads in good travelling order may be instanced as the following.

Trunk to Madras.

Trichinopoly to Salem along the left bank of the Cavery.

Trichinopoly to Combaconem.

Do. to Coimbatore.

Do. to Tanjore.

Do. to Poodoocottah.

Do. to Madura.

Do. to Laulgoody and Cullagum East of the Madras Trunk at the Coleroon bridge.

Laulgoody to Trimulvady via Pullumbady.

Cross road from Vittoocutty to Dindigul.

No. 1. From Trichinopoly to Tanjore and Negapatam.

5. This road is now in the best order, well and thoroughly metalled from end to end, with bridges and tunnels over every stream, channel, and rivulet. The estimates sanctioned on the 1st and 24th of February 1855, have been fully completed, and I may say the waterway of this fine line of road is secure and free.

EMERGENT.	Estimate. Rs.	A.	P.	Expenditure. Rs.	A.	P.
Breach	45	4	3	42	5	4
Improving road	103	10	0	103	10	0
Repairing do.	20	13	0	20	12	8
Deepening, &c. surplus Channel	49	9	0	49	7	6
	219	4	3	216	3	6

During the past year the sums entered in the margin were laid out on the line under emergency.

No. 2. From Trichinopoly to Tanjore via Keeliore.

This road as one from Tanjore is seldom used, being superseded by No. 1. But the latter portion from Oottagoody to the Fort of Trichinopoly along the South bank of the Cavery was improved and put into good order in 1853. It is in excellent repair, and much used for bringing grain and supplies to the City and Cantonment of Trichinopoly. The small sum of Rupees 30 was expended upon the road out of the discretionary outlay fund during the year.

No. 3. From Trichinopoly to Combaconem, Pondicherry and Madras.

As already stated this road suffered much from the rains of September and October being of clay and sand it became extremely deep and heavy. An ordinary estimate amounting to Rupees 810-14-0 was sanctioned on the 18th November 1855, and immediately laid out. The road was thoroughly sanded and repaired, and is now in good order. The line is much frequented and is a great convenience to the Public.

No. 4. From Trichinopoly to Arrealore and Wodraipoliam.

This road has been completed up to Collagoody on the estimates sanctioned on the 23rd March and 18th November 1854. It is

in good order and condition. But has no bridges or tunnels over the streams after passing the town of Poovalore. This inconvenience is to be remedied by the provision made in the estimate framed and sent up for Roads Nos. 20 and 21.

ANNUAL OR DISCRETIONARY OUTLAY.

	Estimate. Rs. A. P.	Expenditure. Rs. A. P.
Up to Codlayaur...	190 10 0	190 10 0
Laulgoody branch road...............	59 6 0	59 6 0
	250 0 0	250 0 0

In the margin is inserted the amount laid out for sundry repairs during the year out of the discretionary outlay fund.

No. 5. From Trichinopoly to Madura.

I have much pleasure in stating that this road is in excellent order throughout. And kept in good state from the Mileag maintenance allowance of Rupees 1,400 sanctioned on the 29th January 1855, and out of which sum, I caused Rupees 1,388-8-6 to be expended on it. A similar Mileage has been granted for this year, and I am now executing all repairs necessary to perfect the metalling wherever broken up.

No. 6. From Trichinopoly to Dindigul.

The construction of this line received sanction on the 11th December 1854, on an estimate of Rupees 15,177. The earth work is fully completed and the Tunnels and small bridges for the most part finished. The metalling is begun, and I hope this road will be complete and open for traffic by next year.

No. 7. From Trichinopoly to Ramnad.

This road is in bad order, but as the traffic upon it is very trifling, I am not inclined to recommend any outlay upon it.

No. 8. From Trichinopoly to Poodoo Cottah.

EMERGENT.

	Estimate.	Expenditure.
Repairing Road.	448 13 0	447 1 0
Repairing Tunnel..	29 14 9	29 14 0

This line was reported as complete last year. The balance of Rupees 223-13-4 out of the original sanction of the previous year 1854, was laid out this year on repairs, and independent of this

further sums as noted marginally were expended on necessary repairs as emergent; and besides these Rupees 270 from the discretionary road fund was allowed for a tunnel to secure the waterway of the road. It is now in good order and much used.

No. 9. Upper road from Trichinopoly to Combatore.

This line of road has been quite superseded by the formation of road, No. 10, and but few carts come by this route.

No. 10. The same route along the right bank of the Cavery.

This is now the high road to the Neilgherry Hills and Coimbatore. It is much frequented, and the greatest possible utility and comfort to the people. I find this road extremely difficult to keep in any thing like repair during the wet season. A sum of Rupees 4,361-7-7 was laid out on it last year. Besides other items as Rupees 150 on emergency for metalling a small portion near Trichinopoly, and Rupees 140-6-0 for sundry repairs from the discretionary outlay fund of the District.

A maintenance allowance of Rupees 2,320 has just been granted, but I fear it is inadequate, for the Western portion of the line from Manavassey to the confines of the District is reported to be in a sad state of disrepair. The Maramut Superintendent has furnished an estimate of Rupees 6,000 to put this bit into thorough order.

No. 11. From Trichinopoly to Salem via the Upp. Annicut Moosery and eaputty.

This road is in good order, and now forms part of the Trunk line, and is under the care of the road department. I observe that the metalling for the entire distance is in progress, and the road promises fair to be one of the best in the District.

No. 12. From Trichinopoly to Salem via Manochanellore.

This road is now abandoned, and superseded by No. 11.

No. 13. To Madras by Pandalore.

This is the great Trunk road to the Presidency, and is under the Road Department. It is in fine order throughout the limits of my

District. A bridge is under construction across the Oopaur, a mile North of Samiaveram, and when open will make the communication very perfect.

Nos. 14 to 23.

Are all cross roads, and are in the usual state. Fair and passable during the dry season, but very bad in wet weather.

For No. 15, a road leading to Salem through Torriore, and estimate has been submitted and entered in the Budget for 1856-57 amounting to Rupees 50,000. In like manner for the thorough repair of Nos. 20 and 21 an estimate of Rupees 43,600 has been sent in.

Should these be sanctioned, the communications of the province will be complete.

No. 24. Road leading from Vittoocutty to Dindigul via Poodoopollium.

This is a new line, and as reported by me last year was complete all but the metalling of the road way, and the turning of the arches to the three arch bridge over the Cauttaur. These were finished during the year, and the road now is complete and fully metalled up to Poodoopollium.

No. 25. From Trichinopoly to Vyalore and other villages.

This also is a new line. It was fully completed the year before last, and is in good order.

No. 26. From Poolambady to Prumiloody.

This is a branch line from No. 4. For its repair an ordinary estimate amounting to Rs. 1,499-2 was sanctioned in 1854, most of the work was completed in that year. The balance Rupees 693-3-7 was laid out in 1855, and the road is complete.

6. The made roads of this District extend over a distance of 121¾ miles, and for their maintaining during the official year of 1856-57 I am glad to say Government have allowed Rupees 7,465.

7. I beg to submit the Tabular Statement required by order of

Goverment dated the 11th January 1853, showing the amount of Estimates and Expenditure on the several sanctions for the roads during the past year.

I have, &c.

J. BIRD,

Collector.

Tabular Statement shewing the amount of Estimates and
the year 1855 *in the*

No.	Particulars of Road.	
1	Road from Trichinopoly to Tanjore viâ Twagoody	Repairing Road Gravelling Constructing Tunnel
3	Road to Cumbaconum	(Ordinary Estimate)
4	Do. to Arealore (Ordinary Estimate)	From Poovalo[illegible] to Cullacoody From Poongo[illegible]y Bridge to Coolayaur Bridge
5	Do. to Madura	(Ordinary Estimate)
6	Do. to Dindigul	
8	Do. to Poodoocottah	(Ordinary Estimate)
10	Do. to Coimbatore (Ordinary Estimate)	Limits of Conaud Talook Do. of Vitticutty do.
11	Do. to Salem	Constructing Iyaur Bridge Repairing Road from Colleroon Bridge to Iyaur Bridge (Ordinary Estimate). Do. North to Areakistnavary
24	Do. to Dindigul viâ Poodoopolliem	
26	Do. to Trimulvady viâ Poollumbady	(Ordinary Estimate)

Trichinopoly District, Moosery,
28th March, 1856.

Expenditure on the several sanctions for the Roads, during District of Trichinopoly.

Date of sanction.	Total Amount of Estimate.			Expenditure.			Balance of Estimate.			Remarks.
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
26th Aug. 1853....	2,186	...	...	2,168	4	1	17	11	11	Completed.
12th Feb. 1855....	3,041	...	...	2,353	6	5	687	9	7	Completed in the beginning of the present year.
24th Feb. 1855....	1,166	...	...	1,128	6	6	37	9	6	
	6,393	...	...	5,650	1	0	742	15	0	
18th Nov. 1854....	810	14	...	810	12	7	0	1	5	Completed.
23rd Mar. 1854....	4,993	7	0	4,990	0	4	3	6	8	Do.
18th Nov. 1854....	399	6	0	399	0	0	0	6	0	Do.
	5,392	13	0	5,389	0	4	3	12	8	
29th Jan. 1854....	1,400	0	0	1,388	8	6	11	7	6	Do.
14th Dec. 1854....	15,177	0	0	5,143	4	10	10,033	11	2	Incomplete.
23rd Mar. 1854....	2,151	8	2	2,151	8	0	0	0	2	Completed.
18th Nov. 1854....	1,480	1	0	1,419	7	1	60	9	11	Do.
19th Feb. 1855....	2,881	6	7	2,501	6	5	380	0	2	Do.
	4,361	7	7	3,920	13	6	440	10	1	
3rd Feb. 1852. } 10th June 1853. }	10,690	11	8	10,690	11	4	0	0	4	Do.
18th Nov. 1854....	814	15	6	814	14	3	0	1	3	Do.
4th Dec. 1854, } (from road fund). }	2,707	0	0	2,515	13	4	191	2	8	Do.
	14,212	11	2	14,021	6	11	191	4	3	
16th Feb. 1854....	6,400	0	0	6,328	0	0	72	0	0	Do.
23rd Mar. 1854....	1,499	2	0	1,499	2	0	0	0	0	Do.

J. BIRD,
Collector.

From J. Bird, Esq., Collector of Trichinopoly, to Colonel C. E. Faber, Chief Engineer, dated Trichinopoly, 25th June 1856, *No.* 144.

SIR,

Para. 1. In compliance with the instructions conveyed by Extract from your Proceedings No. 928, dated the 13th February 1856, I have the honor to submit a report on the state of the roads and communications of this District for the period from the 1st January to the 30th April last.

2. Having so recently as the 26th March submitted my annual letter on the state of the roads of this province. It appears to me I have scarcely any thing further to add.

3. The communications of the District have not received any very material injury during the four months under review. There has been little rain during the time and where the roads have suffered, it has been more from dryness and consequent pulverizing and breaking up than any other cause.

4. Where the roads required immediate attention I have given it, as will be exhibited in the accompanying Tabular Statement, which I beg to submit, and to which I do myself the honor to refer you.

5. The roads of the District shall ever have my best attention, and it shall be my endeavour to keep them in an efficient travelling condition with the maintenance allowance, and the discretionary outlay sum of Rupees 800.

I have, &c.

J. BIRD,

Collector.

Tabular Statement shewing the amount of Estimate and the Expenditure upon the Roads up to 30th April 1856, in the District of Trichinopoly.

No.	Description of the Road.	Date of sanction.	Particulars of Work.	Amount of Estimate. Rs.	A.	P.	Expenditure up to 30th April 1856. Rs.	A.	P.	Balance. Rs.	A.	P.	Remarks.
1	To Tanjore viâ Towagoody	1st Feb. 1855	Gravelling	3,041	0	0	2,938	3	11	102	12	1	Completed.
		24th Do. Do.	Constructing Tunnels	1,166	0	0	1,128	6	6	37	9	6	Do.
		29th Do. 1856.	Ordinary repairs	1,300	0	0	0	0	0	1,300	0	0	
2	To Tanjore viâ Sercoorpolliem	29th Do. Do.	Do. Do	315	0	0	0	0	0	315	0	0	
3	To Combaconum	Do. Do.	Do. Do.	495	0	0	0	0	0	495	0	0	
4	To Arrealore from the Trunk Road to Sirdoor	Do. Do.	Do. Do.	420	0	0	122	2	0	297	14	0	
	From Do. to Callacoody	Do. Do.	Do. Do.	325	0	0	0	0	0	325	0	0	
5	To Madura	Do. Do.	Do. Do.	1,400	0	0	268	11	3	1,131	4	9	
6	To Dindigul	14th Dec. 1854.	Making road and constructing Tunnels.	15,177	0	0	6,008	10	3	9,168	5	9	
8	To Poodoocottah	29th Feb. 1856.	Ordinary repairs.	400	0	0	0	0	0	400	0	0	
10	To Caroor	Do. Do. Conaud.	Do. Do.	1,600	0	0	0	0	0	1,600	0	0	
		Autticutty	Do. Do.	720	0	0	0	0	0	720	0	0	
				2,320	0	0	0	0	0	2,320	0	0	
12	To Mannachanellore	Do. Do.	Do. Do.	130	0	0	40	0	0	90	0	0	
25	To Vialoor via Poottoor	Do. Do.	Do. Do.	180	0	0	0	0	0	180	0	0	
26	To Trimulvady via Poolambody	Do. Do.	Do. Do.	180	0	0	0	0	0	180	0	0	
	Repairing the cross gutters in the above Roads	Emergent	Repairing the cross gutters.	168	3	0	167	1	7	1	1	5	Do.

Trichinopoly,
25th June, 1856.

Errors Excepted.
J. BIRD, *Collector.*

From R. D. Parker, Esq., Collector of Madura, to Colonel C. E. Faber, Chief Engineer, dated Madura, 13th May 1856, No. 460.

SIR,

I have the honor to submit my report for 1855 on the state of the roads of the Madura District, and in so doing shall abandon the plan I have hitherto pursued of presenting it in a tabular form, which gave equal prominence to all the roads; whereas, those which require particular notice are few in number.

Nos. 1 and 2.

2. Road No. 1, from Dindigul to Trichinopoly is rising into importance, owing to the repair of that portion of it which lies within the Trichinopoly limits, and the construction of bridge over the Amravutty river on No. 2 between Dindigul and Palghaut. At present No. 1 is in a very rough state but an estimate for its construction to the amount of Rupees 14,170 is included in the Budget of 1856-57 and will be immediately commenced upon. No. 2 above mentioned is of a better description having been formed and repaired at different times at a considerable expense; but it is falling into bad order in parts, and an estimate for its repair is under preparation by the Civil Engineer.

No. 13.

3. The road next in order by which Dindigul is affected is No. 13 which connects it with Tondy and Salt Depôts. On a portion of this, extending from the Western limits of Ramnad to junction with No. 8 running paralled with the sea, Rs. 1,539 were expended in 1855 and 7,077-6-4 remained in hand out of an estimate sanctioned on the 11th July 1854. Repairs also are under execution to the branch roads connecting the several salt pans with the main roads. From the Western limits of Ramnad to Dindigul no repairs have been executed for a very long period, and the road is in indifferent order though the soil is in general favorable. I think it desirable that attention should be paid to this road, as on it is conveyed the greater part of the salt supplied to Coimbatore as well as Dindigul.

No. 15.

4. No. 15 connects Dindigul with Madura and Ramnad. On the portion between Dindigul and Madura considerable sums have from time to time been expended; but owing to its lying across the drainage of the Seroomullay Hills it is particularly liable to be breached, and though well formed is now in bad order. An estimate for 14,510 Rupees however is included in the Budget of 1856-57 and execution will soon be commenced. Between

Madura and Permagoody 46 miles about 3,300 Rupees have been spent within the last 3 years; but this amount of repair has scarcely kept pace with the wear and tear by traffic, which is large. Further on, between Purmagoody and Ramnad, the soil is bad and the road almost impassable in wet weather. I have furnished the Zemindar with an estimate but to no purpose. I will again apply to her Manager, and trust that I may have more success, as a grant he has lately made of medicines for a dispensary and a considerable sum for a school house at Permagoody be taken an awakening liberality.

No. 17. 5. The next road of importance belonging to the Northern part of the District is No. 17, which cuts off the Dindigul angle in the communication by Nos. 15 and 2 between Madura and the Coimbatore frontier. For the repair of this, now in bad order, an estimate for Rs. 25,560 has been submitted to the Govern- of India.

No. 19. 6. Number 19 connects Dindigul with No. 18 at Nellacottah, and is in indifferent order, but Government have refused sanction for an Estimate for its repair, considering it of no great importance. The chief advantage of placing it in good repair would be to facilitate the conveyance of the timbers and produce of the Dindigul Valley to Dindigul and Trichinopoly. Grain however has an outlet Eastward by the Dodapanaikenoor Pass.

No. 18. 7. It wil be convenient next to notice, No. 18, which runs from its junction with the Dindigul and Madura road near Amanaikenoor down the Cumbum or Dindigul Valley. This as far as Pereacolum is in passible order and Rs. 7,892 have been included in the budget of 1856-57 for its repair. Two rivers, however, viz. the Munjelar and Vencatadrycotay river are unbridged— the bridges formerly erected over them having fallen down, and fresh ones strongly recommended by the late Civil Engineer and myself remaining unsanctioned. I much regret that these are not included as well as that near Pereacolum in the list of works proposed for the budget of 1857-58. From Pereacolum to Alinagarum the road as been recently repaired and is in good order, and from the latter place to Cumbum an Estimate is sanctioned for 1855-56.

No 20. 8. The above road No. 18 runs down the Western side of the Cumbum Valley. Another No. 20

goes up the Eastern side as far as the Dodapanaikenoor Pass in the secondary range which has been already alluded to. This road is in bad order, though in my opinion of great importance ; [as the Valley is fertile and has a large extent of waste land; and a brisk trade in grain exists between it and Virdooputty, the Northern Emporium of the Tinnevelly District, through the above mentioned Pass.

No. 20.[1] 9. From Pereacolum, the Cusbah of the Dindigul Valley, or Tenkurry Talook, road No. 20 goes through the Doodapanaikenoor Pass to Madura. It is throughout in very bad order, and has had no expenditure on it save the small sums I can spare from the discretionary allowance. Its repair seems to me very desirable I give 50 Rupees a year from the discretionary allowance to the Dodapanaikenoor Zemindar to keep the pass in order, and it is the best part of the whole road.

No. 25. 10. To connect this pass with Teroomugalum, and so, by No. 4 with Virdooputty, the grain Emporium in Tinnevelly, an estimate for Rupees 8,811 has been placed in the Budget of 1856-57 for the formation of a road to be numbered 25.

11. I have now noticed the roads connected with the Northern and Western parts of the District. Two of them Nos. 13 and 15 extending to the coast, and the latter of equal importance to Madura, the communications of which I next proceed to mention.

No. 4. 12. The principal of these, and the chief road of the District is No. 4 forming part of the great road from Madras to Quilon. Its traffic is decidedly far greater than that on any other line, and, as has been repeatedly represented to Government it cannot be kept in adequate repair without a yearly sanction. The sum of Rupees 4,659 was spent in the year under review, and it appears to me that the road was never in so good a state as at present. Nevertheless its condition is considerably below its importance. A new bridge has been completed over the Goondar near Tiroomungalum leaving only one river the Vigay unbridged. An estimate has been submitted for this which I trust will be sanctiond.

No. 5. 13. No. 5 leaves No. 4 near Meyloor and goes to Poodoocottah. In the year under report 148 Rs. has been spent on it by Government, besides small sums from the Shevagunga estate under the Court of Wards which, I have laid out

near Tripattoor in that Zemindary. The road is in creditable order; but requires attention as the soil is in parts very bad, and it crosses the drainage. Within the Poodocottah Territory a great improvement has taken place.

No. 14. 14. No. 14 connects Madura and Tondy and is in fair condition having been under repair for the last 3 years. The amount spent in 1855 is 3,296 Rupees.

No. 16. 15. The salt road No. 16 may be said to be almost unmade and has never had any Government money spent on it. This I think is greatly to be regretted, as it is the main road to the Southern Pans, and the Government appears to me to be under a moral obligation to attend to such roads in order that the high monopoly price of salt may not be unduly enhanced by expenses of carriage. I therefore trust that an estimate which is included in the list for 1857-58 for connecting Aroopoocottah Tiroochooli and Camoodhee with the coast and Aroopoocottah with Madura as No. 27 may meet with sanction. I have nearly built a bridge and made some repairs in the present year from the proceeds of lopping of trees.

16. While on the subject of these salt roads I must express regret that they meet with so little inspection from the European officers of the Engineer Department.

No 22. 17. No. 22 leads from Meyloor on the Madras road No. 4 to Tiroochooli on No. 16 cutting of a great angle at Madura between its extremities. When this is continued to Aroopoocottah on the branch Cotton road according to the estimate proposed, Trichinopoly and all places north of Madura will have a direct road to Tuticoreen. An estimate of Rupees 3,610 is sanctioned for 1856-57 between Meyloor and Tiroopoovanum on this line.

No. 26. 18. No. 26 is a road under construction to connect Tiroomungalum on No. 4 with Sholavandan on a branch from No. 15 and to save the necessity of bandies going from the Southward to Dindigul coming into Madura. The amount of estimate is 4,800 Rupees, and the expenditure within the year 2,882 Rs.

No. 21. 19. Besides the above there has been expenditure on the pass from Pereacolum to the top of the Pulney Hills. This is sometimes taken as part of road No. 21 over is really an isolated work.* Road No. 21 over the Hills to Pulneys cannot be said

to have existence, for no persons ascend the Hills to go to Pulney ; and beyond this pass to Pereacolum there are nothing more than the tracks made by bullocks and ponies to the different Villages on the Hills.

20. The other roads are all contained in the Ramnad and Shevagunga Zemindaries and have had no money laid out upon them.

I have, &c.

(Signed) R. D. PARKER,

Collector.

From J. Silver, Esq., Collector of Tinnevelly, to Lieut. Colonel C. E. Faber, Chief Engineer, dated Tinnevelly, 12th June 1856, *No.* 725.

SIR,

I have the honor to submit the annual report on the state of the roads and communications in this District for the year 1855, accompanied by the Tabular Statement required by Government in para 23 of Extract from the Minutes of Consultation under date the 11th January 1853, prefixed to the Board's Order dated 3d March following.

2. The largest outlays during the year under report on road improvements were on the High Road No. 4, running from North to South through this District connecting Madras with Travancore.

3. On this Road the expenditure amounted to Rupees 30,871-1-11 out of which Rupees 27,845-4-10 were laid out under sanctioned occasional estimates, Rupees 6,886-9-5 for earth raising and gravelling &c. and Rupees 20,958-11-5 for bridges. The remainder or Rs. 3,025-13-1 were under ordinary and emergent estimates, for regravelling and repairing parts of the road made in former years, and become damaged by use and weather.

4. A further sum of Rupees 215-4-0 was also laid out in filling ruts and gullies on a part of the same line of road in the limits of Gengacondaum, this sum Government have been pleased under date 10th January 1853 to sanction for annual expenditure in repairs, without separate estimate and sanction.

5. Besides the above, some work to the value of Rupees 240-8-9 has also been done, out of the discretionary allowance at the disposal of the Collector on the same road No. 4.

6. A portion of this road from Virdooputty on the North to Sauttoor a distance of 17 miles lies over Cotton Soil and it is quite impracticable for heavy traffic during rainy weather. For constructing 8½ miles of this distance from North of Sauttoor to Vuchacaraputty an estimate of Rupees 24,745 received the sanction of Government on the 30th October 1855.

7. The road between Sauttoor and Gengacondaun about 37 miles is in good order, as it was made of late years on occasional estimates. From thence to Shadekhan's Choultry 6½ miles require repair for which an estimate amounting to Rupees 9,941 has been sanctioned by Government on the same date as the above. From Shadekhan's Choultry to Palamcottah 6 miles, the road is tolerably good, but for the repair of some parts which have been damaged, an estimate of Rupees 1,695-1 was sanctioned by the late Board of Public Works on the 19th February 1855. This estimate has since been increased to Rupees 1,925-1-0 in consequence of the insufficiency of the rate originally allowed for gravelling. From Palamcottah to the boundary of the District near the Arambooly lines the distance 38½ miles. As the occasional estimate of Rupees 7,470-6-0 sanctioned by Government under date the 15th January 1855 for the improvement of a portion of the road between Palamcottah and Panagoody does not provide for the repair of the intervening spaces here and there for a distance of about 20 miles, and also for 4½ miles from Panagoody up to the frontier of Travancore which are at present in so bad a state that it is nearly impracticable for laden carts to traverse, and as it is highly necessary to make the whole length of uniform quality by gravelling the intermediate portions, an estimate of Rupees 24,950 has at my suggestion been prepared and included in the Budget for 1857-58.

1. Virdooputty river in the Sauttoor Talook.
2. Vaipalaputty river in Do.
3. Kathalumputty river in Do.
4. Sauttoor river in Do.
5. Ausoor Oday in the Ottapedarum Talook.
6. Jungle Stream South of Do.
7. Numbeyar river in the Vullyoor Talook.

8. Of the 7 bridges sanctioned to be constructed over the rivers and streams described in the margin. Nos. 1 and 3 have been completed since the date of the last year's report, and are now open to the public Nos. 2 and 4 have been finished with the exception of plastering and approaches. The foundations and piers to Nos. 5 and 6 have been constructed, and for No. 7 the foundations have been laid and the pears and abutments are now being made.

9. Independent of the principal Northern road (No. 4,) and the Cotton roads which are to be reported upon by the Civil Engineer in accordance with the Circular Order of the late Board of Public Works dated 5th October 1854 No. 791, those on which the most considerable improvements were made last year are the roads numbered 9 and 10, the former leading from Palamcottah to Tencausey and junction with road No. 1, and the latter leading from Tencausey South near the Western mountains to junction with road No. 4 at Panagoody. On road No. 9 Rupees 1,711-12-4 were expended during the year under report. Of which Rupees 1,176-9-0 in constructing two bridges in the limits of Seedapudmanulloor and Poodoor, under an estimate sanctioned by Government on the 10th July 1854, and the remainder or Rupees 535-3-4 in earth and gravelling repairs under the Head of "Emergent."

10. Rupees 668-1-1 were also laid out in constructing 2 tunnels and in gravelling some parts of the road out of the discretionary fund at the disposal of the Collector.

11. Several portions of this road are in a very wretched state and require making.

12. On road No. 10 the total expenditure amounted to Rupees 3,466-2-9 of which Rupees 3,024-0-9 were for gravelling and masonry under estimates sanctioned by Government on the 10th January 1853, 15th March 1854, and 15th January 1855, and the remainder or Rupees 442-2-0 were for rough stone revetment to the side of the road and

tunnels, &c. under the head of "Emergent." Some further improvement, such as gravelling and constructing some small masonry works, is necessary to make the whole line good.

13. For contructing a bridge across the Manaloore channel on road No. 2 leading from Tinnevelly viâ Shenkerninarcovil to Streevillypoottoor, an estimate of Rupees 499-12-0 has been sanctioned by Government on the 2nd June 1855. Some improvement has of late years been made to this line out of the annual discretionary allowance. An estimate is required to put this road in proper order.

14. On road No. 8 from Palamcottah to Tutacorin a platform bridge of 18 feet by 4½ has been built over the Palien channel during the year under reference on an estimate of Rupees 336-8-0 sanctioned by Government under date the 10th July 1854.

15. For carrying this road along a tract less intersected by Cotton Soil than the present line without increasing its length, an estimate of Rupees 67,363-10-0 was prepared by the late Civil Engineer and sanctioned by Government on the 30th October last to be inserted in the Budget of 1856-57 but the Acting Civil Engineer Lieutenant Roberts in a letter addressed to me under date the 20th March last, states that he proposes retaining the old line instead of the new one for certain reasons which he says will be made the subject of a separate letter to me.

16. Road No. 12 which leaves Palamcottah in a southeast direction and communicates with Trichendoor and other places on the Coast, passes in some places between Paddy fields and in others, through deep beds of sand. This line has of late years been much improved but still an estimate is required to complete it by gravelling the portions left untouched here and there. The estimate of Rupees 2,919-6-0 sanctioned by Government on the 10th July 1854 for gravelling some distance to the East of Alwartinnevelly is now being carried out. This work was necessarily put off for some time in consequence of the insufficiency of the rate originally allowed for gravelling which has now been increased from 4 to 6½ Annas per cubic yard at my suggestion.

17. For raising a portion of the road No. 13 where necessary, turfing sides, and constructing bridges and tunnels, an estimate of Rs. 929 was sanctioned by Government under date the 9th August 1853 and the work has been completed during the year under notice.

18. An estimate of Rupees 728 prepared for gravelling bad portions of the road No. 22 received the sanction of Government on the 20th December 1853 and the work is completed. Earth raising to the road which was estimated to cost Rupees 411-5-6 was done from the sale proceeds of Avenue clippings and from the annual discretionary allowance.

19. For the construction of a new road between Trichendoor and Oodungoody, Government sanctioned an estimate of Rupees 2,827-4-0 on the 15th January 1855, and work has been performed to the extent of Rupees 700 and will be finished in the current year.

20. For making a road of 2 miles in length from Arekasavanulloor in the Sharenmadavy Talook to junction with road No. 11 at Bremmadasem, and widening a bridge on the Cunnadian channel on the above road, Government were pleased under date the 26th January 1853 to sanction two estimates amounting to Rupees 1,376-3-0 and 243-5-0 respectively to be borne in equal shares by the Ryots and the Government after deducting from the former Rupees 95 procured by the sale of Avenue cuttings. These works are now finished.

21. During the year under consideration some masonry works were constructed and some gravelling and earth raising done on the roads Nos. 1, 11 and 20, on Emergent estimates, out of the discretionary allowance, and from funds raised by voluntary contributions.

22. The above are the improvements which have been made on the communications of this District during the year under report.

16th June 1858.

23. The Grass rents of this District which the Government ordered to be appropriated to road repairs produced in 1855 Rupees 197-10-5, and sale proceeds of Avenue clippings Rupees 169-1-4 aggregating Rupees 366-11-9. Of

which Rupees 209-5-3 have already been expended, and the remainder or Rupees 157-6-6 is reserved for future repairs to any of the subsidiary lines.

24. If the increased discretionary road allowance of Rupees 5,000 requested in my letter of the 11th December 1855, No. 1308, be sanctioned by Government I trust that in my next report I shall be able to bring to notice a much larger amount of miscellaneous improvements than I can do on the present occasion and I take this opportunity of again respectfully pressing my request for an enlarged annual discretionary allowance to be placed at my command.

I have, &c.

J. SILVER,

Collector.

Tabular Statement shewing the progress of Road Works

Name of Work.	Description of Work.	Date of Government sanction.
High Road, No. 4, from Madura viâ Sauttoor to Palamcottah and thence by the Aramboly Lines to Travancore.	Constructing a Platform Bridge of 30 Vents over the Virdooputty River in the Sauttoor Talook.......	1st February, 1853..........
	For re-gravelling Road between Oopoday and Covilputty in the Ottapedarum and Sauttoor Talooks...........	Ordinary, 24th June, 1853.
	Raising and Metalling Road and constructing pavements, &c. on do. between Odacaraputty Bridge and Sauttoor....................................	30th August, 1853...........
	Constructing a Platform Bridge of 15 Vents over the Cathalumputty Stream and another of 7 Vents across the supplying Channel of Vuchakaraputty Tank in the above Talook in lieu of single one of 22 Vents across the former.........	Sanctioned by Government, 26th September 1853, and sanctioned by Board, 22d May 1854.
	Do. a Bridge of 9 arches over the Veypulputty River in the Sauttoor Talook................................	26th September and 1st November 1853.........
	Do. a do. of 15 arches over the Sauttor River in do...........	Do. and do. ....
	Do. a Platform Bridge of 14 Vents over the Ausoor Oday in the Ottapedarum Talook.....................	21st December 1854.........
	Do. a do. of 3 Vents over a jungle stream South of do. in do.	do. ....
	Do. a Bridge of 5 arches across the Numbeaur River in the Vulleyoor Talook...........................	do. ....
	Do. a do. of 6 Vents over the Odacaraputty Stream in the Sauttoor Talook............................	15th January 1855..........
	Raising Road & constructing Bridges, &c. between Palamcottah in Nelliambalum Talook and Panagoody in Vulleyoor Talook............................	do. ....
	Raising and Metalling Road and extending Bridges, &c. between Shadykhan's Choultry and Soolachenum Moodeliar's Bridge......................	19th February 1855..........
	Ordinary repairs to portions of the above line of road between Ausoor madum and Ooselumputty...........	do. ....

in the District of Tinnevelly, during the year 1855.

Amount of Estimate.			Work performed to the end of December, 1855.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
8,725	1	0	8,243	8	0	481	9	0	0	0	0	0	0	0	0	0	0	
2,225	14	0	2,187	4	0	38	10	0	0	0	0	0	0	0	0	0	0	
9,956	1	0	9,561	11	11	394	5	1	0	0	0	0	0	0	0	0	0	
3,990	4	0	3,931	14	8	58	5	4	0	0	0	0	0	0	0	0	0	
10,313	4	0	8,752	0	3	1,561	3	9	0	0	0	0	0	0	0	0	0	
24,620	10	0	17,840	12	8	6,779	13	4	0	0	0	0	0	0	0	0	0	
2,579	7	0	541	15	2	2,037	7	10	0	0	0	0	0	0	0	0	0	
558	14	0	176	14	4	381	15	8	0	0	0	0	0	0	0	0	0	
8,859	7	0	1,139	13	7	7,719	9	5	0	0	0	0	0	0	0	0	0	
1,149	3	0	568	10	3	580	8	9	0	0	0	0	0	0	0	0	0	
7,470	6	0	2,976	3	0	4,494	3	0	0	0	0	0	0	0	0	0	0	
1,695	1	0	1,157	0	9	538	0	3	0	0	0	0	0	0	0	0	0	
2,702	2	0	765	6	7	1,936	11	5	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.
High Road, No. 4, from Madura viâ Sauttoor to Palamcottah and thence by the Arambooly Lines to Travancore.	Raising and Metalling Road and constructing Bridges, & pavements, &c. between Sauttoor Bungalow and Virdooputty	30th October 1855
	Do. do. and constructing Bridges, and pavements between Gangigoondan Bridge & Shadykhan's Choultry in the Nelliambalum Talook	do.
	Raising Road and constructing a Platform Bridge in the limits of Vangycolum in the Vulleyoor Talook	Discretionary
	Raising and gravelling Road in the limits of Gangigoondan in the Ottapedarum Talook	Emergent
	Raising and gravelling Road and constructing Bridges between Kytaur and Covilputty	do.
Road, No. 1, from Madura to Quilon viâ Teroomungalum, Streevillypootoor and the Ariencoil Pass.	Constructing a Platform Bridge of 3 Vents over the Sevalavancaul Channel and constructing 4 Tunnels on the Road in the limits of Kadayanelloor in the Tencausey Talook	From Funds raised by Voluntary Subscriptions
	Raising Road in the limits of Ellungee in the Tencausey Talook	Emergent
	Constructing 2 Sluices in the limits of Thondamcolum in do.	Discretionary
Road, No. 2, from Streevillypootoor viâ Sunkeraninarcovil to Tinnevelly.	Constructing a Bridge over the Munaloor Channel in the Sunkerninarcovil Talook	2d June 1855

&c.—(continued.)

Amount of Estimate.			Work performed to the end of December, 1855.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
24,745	0	0	0	0	0	0	0	0	24,745	0	0	0	0	0	0	0	0	
9,941	0	0	0	0	0	0	0	0	9,941	0	0	0	0	0	0	0	0	
240	8	9	240	8	9	0	0	0	0	0	0	0	0	0	0	0	0	
174	8	0	174	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
843	4	0	797	2	10	46	1	2	0	0	0	0	0	0	0	0	0	
721	7	0	418	4	0	303	3	0	0	0	0	0	0	0	0	0	0	
322	5	0	236	9	7	85	11	5	0	0	0	0	0	0	0	0	0	
59	4	0	59	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
499	12	0	0	0	0	0	0	0	499	12	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction
Road No. 8, from Palamcottah to Tutacorin.	Constructing a Platform Bridge over the Paliemcaul Channel in the limits of Therootthoo in the Vedoogramum Talook..............................	10th July 1854..............
	Constructing a new line of Road with Masonry Works..........................	13th October 1856...........
Road No. 9, from Palamcottah viâ Aulumcolum to Tencausey and junction with road No. 1.	Raising and repairing a Bridge in the limits of Cundeapairy in the Nelliumbalum Talook..........................	Emergent............................
	Gravelling Road between Soolachenum Moodeliar's Bridge and Anoopoo Mundapum in the Nelliumbalum Talook..............................	Discretionary..................
	Re-constructing 2 Platform Bridges and 2 Tunnels in the limits of Seethapudmanelloor and Poodoor in the Sherinmadavy Talook...................	10th July 1854...............
	Raising Road and extending a Platform Bridge in the limits of Elenjee Peanoor in the Tencausey Talook...	Emergent.........................
	Constructing 2 Sluices in do. do...........	Discretionary..................
Road No. 10, from Tencausey viâ Umbasamoodrum and Colacaud to junction with Road No. 4, at Panagoody.	Raising and gravelling Road and constructing Drains, Bridges, and Tunnels on do. in the limits of Sherinmadavy Nangoonairy & Vulleyoor Talooks..	10th January 1853...........
	Constructing a Bridge of 36 by 9 across the Aloothakunneer River in the limits of Goonaramanelloor in the Tencausey Talook.........................	15th March 1854....... ....
	Repairing Road between Terookanumgoody and Panagoody and constructing 2 pavements on do. in the limits of the Vulleyoor Talook................	15th January 1855...........
	Constructing a revetment of rough stone to the side of the Road in the limits of Caroovalingcolum in the Nangoonairy Talook....................	Emergent.......................
	Repairing certain small Masonry Works, &c................................	Do. ....

&c.—(continued.)

Amount of Estimate.			Work performed to the end of December, 1855.			Remainder in progress.			Works not commenced.			Works proposed by the Collector and under consideration of the Chief Engineer.			Works recommended by the Chief Engineer but sanction for which was deferred by Government.			Remarks.
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
336	8	0	336	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
67,363	10	0	0	0	0	0	0	0	0	0	0	0	0	0	67,363	10	0	
420	5	0	226	7	5	193	13	7	0	0	0	0	0	0	0	0	0	
0	0	0	558	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
1,359	14	0	1,176	9	0	183	5	0	0	0	0	0	0	0	0	0	0	
567	0	0	308	11	11	258	4	1	0	0	0	0	0	0	0	0	0	
110	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3,170	3	4	2,699	7	0	470	12	4	0	0	0	0	0	0	0	0	0	
1,956	9	0	1,950	2	2	6	6	10	0	0	0	0	0	0	0	0	0	
937	13	0	791	4	0	146	9	0	0	0	0	0	0	0	0	0	0	
213	12	0	204	12	0	9	0	0	0	0	0	0	0	0	0	0	0	
404	9	0	237	6	0	167	3	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.
Road No. 11, from Tinnevelly viâ Sherinmadavy to junction with road No. 10, at Culladacoorchy.	Raising and gravelling Road in the limits of Pauttaputtoo in the Nelliumbalum Talook........................	Emergent..............................
Road No. 12, from Palamcottah to Trichendoor or to Armoognairy Salt Pans.	Constructing a stone paved cause-way across the surplus of Cudumba Tank in the Punjamahl Talook...............	8th June 1853.... ....
	Raising and gravelling Road in the limits of Ungamungalum in the Punjamahl Talook and in those of Thentherepairy and Alwartinnevelly in the Streevygoontum Talook.........	10th July 1854..............
	Repairing Road and plastering 3 Tunnels..	Emergent...... ....
	Repairing road in the limits of Thentherepairy in the Streevygoontum Talook..	Emergent........................
	Do. do. in the limits of Caroongoolum in do..........	Discretionary................
Road No. 13, from Streevygoontum to Palaycore Salt Pans.	Raising Road & constructing Bridges and Tunnels on do. in the limits of Eroovuppapoorum and Palayacovil in Streevygoontum and Punjamahl Talooks respectively.....................	9th August 1853...........
	Repairing Road near Eroovuppapoorum in Streevygoondum Talook......	Emergent...... ....

&c.—(continued.)

Amount of Estimate. Rs.	A.	P.	Work performed to the end of December, 1855. Rs.	A.	P.	Remainder in progress. Rs.	A.	P.	Works not commenced. Rs.	A.	P.	Works proposed by the Collector and under consideration of the Chief Engineer. Rs.	A.	P.	Works recommended by the Chief Engineer, but sanction for which was deferred by Government. Rs.	A.	P.	Remarks.
328	15	0	170	8	2	158	6	10	0	0	0	0	0	0	0	0	0	
1,686	14	0	1,686	14	0	0	0	0	0	0	0	0	0	0	0	0	0	
2,919	6	0	499	0	0	2,420	6	0	0	0	0	0	0	0	0	0	0	
149	3	0	166	14	0	42	5	0	0	0	0	0	0	0	0	0	0	
{ 42 { 335	7 10	0 0	} 82	6	0	295	11	0	0	0	0	0	0	0	0	0	0	
172	4	0	172	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
929	0	0	924	12	0	4	4	0	0	0	0	0	0	0	0	0	0	
92	9	0	91	14	0	0	11	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.
Road No. 22, from Palamcottah viâ Singecolum to junction with road No. 10, at Calacand.	Raising and gravelling Road and constructing a Bridge and a Tunnel on do. in the limits of Veeraragavapoorum and Coolamanikapoorum in the Nelliambalum Talook................	Amount of Estimate........ Deduct Cost of Earthwork under execution from funds procured by the Sale of Avenue Clippings.. .... Deduct Amount paid from the Annual discretionary allowance... Total Deduction...... ... Remaining sanctioned by Government on the 20th December 1853...
A new Road partly on Road No. 14, and partly on Road No. 15, for connecting Trichendoor the Cusbah of the Punjamahl Talook with the large and populous Town of Oodangoody near the Seaport of Coolasagarapatam.	Constructing a new Road with Masonry Works between Trichendoor and Woodungoody in the Punjamahl Talook......................................	15th January 1855..........

&c.—(continued.)

Amount of Estimate.			Work performed to the end of December, 1855.			Remainder in progress.			Works not commenced.			Works proposed by the Collector and under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
1,139	5	6																
379	14	0																
31	7	6																
411	5	6																
728	0	0	565	5	11	162	10	1	0	0	0	0	0	0	0	0	0	
2,827	4	0	700	0	0	2,127	4	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.
Cross road of 2 miles in length from Arecassvanelloor to junction with Road No. 11, at Bremmadasum.	Enlarging a Bridge over the Cunnadien Channel in the limits of Aurecasavanulloor in the Sherinmadavy Talook.	Amount of Estimate........ Deduct Amount paid by the Ryots.............. Remaining sanctioned by Government on the 26th January 1853...
	Raising and gravelling Road through Paddy fields and constructing a Bridge and 3 Tunnels on do. in the above limits.......................................	Amount of Estimate......... Deduct amount paid by the Ryots.................. Do. procured by the sale of Avenue Cuttings... Total deductions....... Remaining sanctioned by Government on the 26th January 1853.....
	Re-constructing a Platform Bridge over the Cunnadeyan Channel in the Sherinmadavy Talook.............	Amount of Estimate......... Deduct amount paid by the Ryots............. Remaining sanctioned by Chief Engineer on the 12th October 1855.
Road No. 20, from Ettiapoorum via Munjanaikenpatty &c. on road No. 8, to Skreevygoontum or via Peroorgolum & Yarel to junction with road No. 12 at Cooroomboor.	Raising and gravelling Road in the limits of Cooroomboor in the Punjamahl Talook..................................	Emergent..............................
Road No. 24, between Palamcottah & Coolasagapatam.	Constructing a new line of Road with Masonry Works...........................	13th October 1856.........

Tinnevelly, 12th June, 1856.

&c.—(concluded.)

Amount of Estimate.			Work performed to the end of December, 1855.			Remainder in progress.			Works not commenced.			Works proposed by the Collector and under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	
243	5	0																
121	10	0																
121	11	0	121	11	0	0	0	0	0	0	0	0	0	0	0	0	0	
1,376	3	0																
640	9	6																
95	0	0																
735	9	6																
640	9	6																
342	4	0																
171	2	0																
171	2	0	0	0	0	0	0	0	171	2	0	0	0	0	0	0	0	
350	14	0	51	0	0	299	14	0	0	0	0	0	0	0	0	0	0	
69,934	13	0	0	0	0	0	0	0	0	0	0	0	0	0	69,934	13	0	

E. E. per
J. SILVER,
Collector.

From J. Silver, Esq., Collector, to Colonel C. E. Faber, Chief Engineer, dated Tinnevelly, 31st December 1856, *No.* 1638.

SIR,

With reference to your official Memorandum bearing date the 13th June 1856, I have the honor to submit a report on the state of the roads and communications in this District, for the first 4 months of 1856, accompanied by the Tabular Statement required by Government in para 23 of Extract from the Minutes of Consultation under date the 11th January 1853, prefixed to the late Board's Order dated 3rd March following.

2. The largest outlays during the 4 months under report, on Road improvements, have occurred on the High road No. 4, running from North to South through this District connecting Madras with Travancore.

3. On this road the expenditure amounted to Rupees 9,218-15-7; out of which Rupees 7,380-10-7 were laid out under sanctioned Occasional Estimates, and of that amount Rupees 1,272-15-2 was the cost of earth raising and gravelling, and Rupees 6,107-11-5 that of masonry for bridges, the remainder or Rupees 1,838-5-0 were, under ordinary Estimates, for regravelling and repairing parts of the road made in former years, and become damaged by use and weather.

4. The construction of a portion of the road between Sauttoor and Vuchacaraputty, allowed in the Occasional Estimate of Rupees 24,745, sanctioned by Government under date the 30th October 1855, was commenced upon only a few days ago, on an advance of Rupees 2,000.

5. The sanction of the late Board of Public Works dated 19th February 1855, for Ordinary Repairs to a portion of the Road between Ausoor Madum and Ooselumputty on an Estimate of Rupees 2,702-2-0 has been carried into effect during the period under report.

6. A portion of the road between Gengacondan and Shady Khan's Choultry is now under repair, on an Occasional Estimate amounting to

Rupees 9,941 sanctioned by Government on the same date as the above.

7. The gravelling to another portion of the same line of road between Shady Khan's Choultry, and Soolochenum's bridge at Sindoopoondoory, for which Rupees 1,695-1-0 and Rupees 280 were sanctioned by the late Board of Public Works, on the 19th February 1855, and by you on the 7th April 1856 respectively under the head of "Ordinary", is now reported to have been completed.

8. The improvement to the Southern part of the road between Palamcottah and Panagoody, for which the Government sanctioned an occasional Estimate of Rupees 7,470-6-0, is now in progress, and will be finished, it is hoped, in the current official year.

9. The Estimate of Rupees 24,950, prepared at my suggestion, included in the Budget of 1857-58, for the thorough repair of the road, between Palamcottah, and the boundary of this District near the Arambooly lines, is highly necessary, to make the whole length of uniform quality, by gravelling the intermediate portions not included in the Estimate referred to in the preceding para. For constructing the Northern most part of this road between Vuchacaraputty and Ooselumputty, an Estimate of Rupees 20,200 was received from the late Acting Civil Engineer with a letter dated 26th August last, and returned to him with my countersignature on the 16th September following, for insertion in the Budget of 1857-58. This Estimate is indispensably necessary, as the above portion runs over Cotton Soil, and is quite impracticable for heavy traffic during rainy weather, and as it is the only portion remaining to be made after the execution of the Estimates already sanctioned.

1. Vaipalaputty Bridge.
2. Sauttoor Do.
3. Ausoor Oday Do.
4. A small one South of Do.
5. Numbear Do.

10. Of the 5 bridges which were under construction last year on road No. 4, 4 have been completed, and the remaining one, which is still under progress, will be finished by the end of the current official year.

11. After the principal road No. 4, those on which improvements were made during the 4 months under review, are the following, viz.

Road No. 9 from Palamcottah to Tencausey and junction with Road No. 1.

Road No. 10 leading from Tencausey viâ Ambasamoodrum and Balacaud to junction with road No. 4, at Panagoody.

Road No. 12 leading from Palamcottah, to Trichendoor and other places on the coast.

Road No. 9.

12. On this road about Rupees 743 were expended during the four months under reference in earth and gravel repairs. Of which Rupees 251 was from the annual discretionary allowance, and Rupees 492 under Emergent Estimates prepared and recommended by Major Horsley, Civil Engineer on the 1st December 1854, and 15th and 16th August 1855.

13. Several parts of this road are in a very bad state, and require making as stated in my report for 1855.

Road No. 10.

14. Rupees 308 were laid out on this road during the period under notice in earth raising and gravelling. To complete the improvement to this road some further outlay is needed as recommended in my last year's report.

Road No. 12.

15. On this road the total expenditure amounted to Rupees 1,150-4-0 of which Rupees 919-10-0 were under sanctioned Estimate for gravelling, and the remainder or Rupees 230-10-0 on Emergent Estimates, for earth raising, prepared and recommended by Assistant Revenue Surveyor McNair on the 26th January 1855, and by Major Horsley, Civil Engineer on the 18th May, following.

16. For constructing a new road from Trichendoor and Oodungoody, an Estimate of Rupees 2,827-4-0 received the sanction of Government under date the 15th January 1855, and work to the extent of Rupees 100 has been done during the period under consideration.

17. During the 4 months under report, some gravelling and earth raising have been done on the Roads Nos. 1, 11 and 20 on Emergent

Estimates, prepared and recommended by Major Horsley Civil Engineer, on the 1st December 1854 and 14th August 1855, and by Assistant Revenue Surveyor on the 26th January 1855, amounting in the aggregate to Rupees 542-8-4.

18. Besides the above, Rupees 107-14-5 were expended in repairing the subsidiary lines out of the Discretionary allowance at the disposal of the Collector.

19. The above are the improvements, which have been made on the communications of this District during the 4 months under review.

I have, &c.
J. SILVER,
Collector.

Tinnevelly,
31st December, 1856.

Tabular Statement shewing the progress of Road Works in

Name of Work.	Description of Work.	Date of Government sanction.	Amount of Estimate.			Amount of expenditure up to 31st December, 1855.		
1	2	3	4			5		
			C. Rs.	A.	P.	C. Rs.	A.	P.
High Road. No. 4, from Madura via Sauttoor to Palamcottah and thence by the Arambooly Lines to Travancore.	Constructing a Bridge of 9 arches each 30 by 7½ over the Veypulputty river in the Sauttoor Talook....................	26th Sept., and 1st Nov. 1853	10,313	4	0	8,752	0	3
	Do. a do. of 15 arches each 40 by 10 over the Sauttoor river in do....	do. & do...... ..	24,620	10	0	17,840	12	8
	Do. a Platform Bridge of 14 vents over the Ausoor Oday in the Ottapedarum Talook.........	21st Dec. 1854...	2,579	7	0	541	15	2
	Do. a do. of 3 vents over a Jungle Stream South of do. in do......	do.	558	11	0	176	11	1
	Do. a Bridge of 5 arches across the Numbeear river in the Vullyoor Talook....................	do.	8,859	7	0	1,139	13	7
	Do. a Platform Bridge of 6 vents over the Odacaraputty Stream in the Sauttoor Talook...	15th Jan. 1855....	1,149	3	0	568	10	3
	Raising and gravelling road and constructing Bridges, &c., between Palamcottah in Nelliambalum Talook and Panagoody in Vullyoor Talook....................	do.	7,470	6	0	2,976	3	0
	Do. and do. road and extending Bridges, &c., between Shadykhan's Choultry and Soolochenum Moodeliar's Bridge....................	19th Feb. 1855...	1,695	1	0	1,157	0	9
	Amount of Supplemental Estimate for do.........	7th April 1855....	230	0	0			
	Ordinary repairs to portions of the above line of road between Ausoormadum & Oselumputty.	19th Feb. 1855....	2,702	2	0	765	7	0

the District of Tinnevelly, for the first four months of 1856.

Do. up to 30th April, 1856.			Total.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
6			7			8			9			10			11			12
C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	
960	2	1	9,721	2	4	592	1	8	0	0	0	0	0	0	0	0	0	
2,823	8	4	20,661	5	0	3,956	5	0	0	0	0	0	0	0	0	0	0	
366	4	8	908	3	10	1,671	3	2	0	0	0	0	0	0	0	0	0	
93	12	3	270	10	7	288	3	5	0	0	0	0	0	0	0	0	0	
1,280	3	4	2,420	0	11	6,439	6	1	0	0	0	0	0	0	0	0	0	
574	12	9	1,143	7	0	5	12	0	0	0	0	0	0	0	0	0	0	
1,272	15	2	4,240	2	2	3,221	3	10	0	0	0	0	0	0	0	0	0	
313	11	6	1,470	12	3	451	4	9	0	0	0	0	0	0	0	0	0	
1,524	9	6	2,290	[illegible]	6	412	1	6	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.	Amount of Estimate.			Amount of expenditure up to 31st December, 1855.		
1	2	3	4			5		
			C. Rs.	A.	P.	C. Rs.	A.	P.
High Road No. 4, from Madura viâ Sauttoor to Palamcottah and thence by the Aramboly Lines to Travancore,	Raising and metalling road and constructing bridges and pavements, &c., between Sauttoor Bungalow and Vuchakaraputty	30th Oct. 1853	24,745	0	0	0	0	0
	Do. do. and constructing bridges and pavements, between Gangigoondan Bridge and Shadeykhan's Choultry in the Nelliambalum Talook.	do.	9,941	0	0	0	0	0
	Constructing a portion of road between Vuchakaraputty and Ooselumputty	do.	0	0	0	0	0	0
Road No. 1, from Madura to Quilon viâ Teroomungalum, Streevillypootoor and the Ariencoil Pass.	Do. a Platform Bridge of 3 vents each 5 by 5 over the Seevalavencaul Channel and constructing 4 Tunnels on the road in the limits of Kadaymalloor in the Tencausey Talook.	From funds raised by Voluntary Subscriptions	721	7	0	418	4	0
	Raising road in the limits of Ellunjee in the Tencausey Talook	Emergent	322	5	0	236	9	7
Raod No. 2, from Streevilypootoor viâ Sunkerninarcovil to Tinnevelly.	Constructing a Bridge over the Manaloor Channel in the Sunkerninarcovil Talook.	2d June 1855	499	12	0	0	0	0
	Gravelling road between Soolochenum Moodeliar's Bridge and Anoopoo Mundapum in the Nelliambalum Talook.	Discretionary	758	1	1	558	1	1

&c.—(continued.)

Do. up to 30th April, 1856.			Total.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
6			7			8			9			10			11			12
C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	
0	0	0	0	0	0	0	0	0	24,745	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	9,941	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	20,200	0	0	0	0	0	
0	0	0	418	4	0	303	3	0	0	0	0	0	0	0	0	0	0	
85	11	5	322	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	499	12	0	0	0	0	0	0	0	
200	0	0	758	1	1	0	0	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.	Amount of Estimate.			Amount of expenditure up to 31st December, 1855.		
1	2	3	4			5		
			C. Rs.	A.	P.	C. Rs.	A.	P.
Road No. 9, from Palamcottah viâ Aulundolum to Tencausey and junction with road No. 1.	Raising and repairing a Bridge in the limits of Cundeapairy in do......	Emergent..........	420	5	0	226	7	5
	Re-constructing 2 Platform Bridges & 2 Tunnels in the limits of Seethapudmanelloor & Poodoor in the Shermadavy Talook...........	10th July 1854...	1,359	14	0	1,176	9	0
	Raising road and extending a Platform Bridge in the limits of Ellenjee and Pranoor in the Tencausey Talook......	Emergent...........	567	0	0	308	11	11
Road No. 10, from Tencausey viâ Umbasamoodrum and Calasund to junction with Road No. 4, at Punagoody.	Raising and gravelling road and constructing Drains, Bridges and Tunnels on do. in the limits of Shernmadavy Nangoonairy and Vullyoor Talooks............	10th Jan. 1853...	3,170	3	4	2,699	7	0
	Constructing a Bridge of 36 by 9 across the Atoothakunneer river in the limits of Goonaramanelloor in the Tencausey Talook...............	15th Mar. 1854....	1,956	9	0	1,950	2	2
	Repairing road between Teerookanungoody and Panagoody and constructing 2 pavements on do. in the limits of Vulleyoor Talook.......	15th Jan. 1855...	937	13	0	791	4	0

&c.—(continued.)

Do. up to 30th April, 1856.			Total.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommenced by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
6			7			8			9			10			11			12
C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	
193	13	7	420	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
47	13	2	1,224	6	2	135	7	10	0	0	0	0	0	0	0	0	0	
249	13	7	559	9	6	8	6	6	0	0	0	0	0	0	0	0	0	
193	11	4	2,893	2	4	277	1	0	0	0	0	0	0	0	0	0	0	
6	6	10	1,956	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
108	1	0	809	5	0	38	8	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.	Amount of Estimate. C. Rs.	A.	P.	Amount of expenditure up to 31st December, 1855. C. Rs.	A.	P.
1	2	3	4			5		
Road No. 11, from Tinnevelly via Shernmadavy to junction with Road No. 10, at Culladacoorchy.	Raising and gravelling road in the limits of Panttaputtoo in the Nelliambalum Talook.	Emergent.........	328	15	0	170	8	2
Road No. 12, from Palamcottah to Trichendoor or to Armooganary Salt Pans.	Raising and gravelling Road in the limits of Ungamungalum in the Punjahmal Talook and in those of Thenthere-pairy and Alvartinevelly in the Streevygoontum Talook..............	10th July 1854....	2,919	6	0	499	0	0
	Amount of Supplemental Estimate for do.........	7th April 1856....	1,280	0	0	(included above)		
	Repairing Road in the limits of Thenthere-pairy in the Streevygoontum Talook.	Emergent.........	42 335	7 10	0 0	82	6	0
	Repairing road and plastering 3 Tunnels......	do.	149	3	0	0	0	0

&c.—(continued.)

Do. up to 31st April, 1856.			Total.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
6			7			8			9			10			11			12
C. Rs.	A.	P	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	
158	6	10	328	15	0	0	0	0	0	0	0	0	0	0	0	0	0	
919	10	0	1,418	10	0	1,500	12	0	0	0	0	0	0	0	0	0	0	
212	13	0	295	3	0	82	14	0	0	0	0	0	0	0	0	0	0	
0	0	0	124	11	0	24	8	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.	Amount of Estimate.			Amount of expenditure up to 31st December, 1855.		
1	2	3	4			5		
			C. Rs.	A.	P.	C. Rs.	A.	P.
Road No. 22, from Palamcottah viâ Singecolum to junction with Road No. 10, at Calacaud.	Raising and gravelling road and constructing a Bridge and a Tunnel on do. in the limits of Veeraragavapoorum & Coolavanikapoorum in the Nelliambalum Talook........................	Amount of Estimate............	1,139	5	6			
		Deduct cost of earth work executed from the funds procured by the Sale of Avenue Clippings.	379	14	0			
		Deduct amount paid from the annual discretionary allowance.............	31	7	6			
		Total deductions..	411	5	6			
		Remaining sanctioned by Government on the 20th December, 1853.	728	0	0	565	5	11
A New Road partly on Road No. 14, and partly on Road No. 15, for connecting Trichendoor the Cusbah of the Punjahmahal Talook with the large and populous Town of Oodungoody near the sea port of Coolasagarapatam.	Constructing a new road with Masonry Works between Trichendoor and Woodungoody in the Punjamal Talook..........	15th Jan. 1855....	2,827	4	0	700	0	0

&c.—(continued.)

Do. up to 31st April, 1856.			Total.			Remainder in progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
6			7			8			9			10			11			12
C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs	A.	P	
148	14	8	714	4	7	13	11	5	0	0	0	0	0	0	0	0	0	
100	0	0	800	0	0	2,027	4	0	0	0	0	0	0	0	0	0	0	

Tabular Statement,

Name of Work.	Description of Work.	Date of Government sanction.	Amount of Estimate.			Amount of Expenditure up to 31st December, 1856.		
1	2	3	4			5		
			C. Rs.	A.	P.	C. Rs.	A.	P.
Road No. 20, from Ettiapoorum via Munjanaickenputty, &c. on Road No. 8, to Streevygoontum or via Peroongolum and Yarel to junction with Road No. 12, at Cooroomboor.	Raising and gravelling Road in the limits of Cooroomboor in the Punjamall Talook......	Emergent..........	350	14	0	51	0	0
Road No. 24, between Palamcottah and Coolassagarapatam.	Constructing a new line of Road with Masonry works....................	Do.	69,934	13	0	0	0	0
Road No. 8, between Palamcottah & Tutacorin.	Do. Do.	12th August 1856.	67,363	10	0	0	0	0

Tinnevelly,
31st December, 1856.

&c.—(concluded.)

Do. up to 31st April, 1856.			Total.			Remainder in Progress.			Works not commenced.			Works proposed by the Collector & under consideration of the Chief Engineer.			Works recommended by the Chief Engineer, but sanction for which was deferred by Government.			Remarks.
6			7			8			9			10			11			12
C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	C. Rs.	A.	P.	
59	10	0	110	10	0	210	4	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69,934	13	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.363	10	0	

E. E. per

J. SILVER,

Collector.

From J. Silver, Esq., Collector of Coimbatore, to Colonel C. E. Faber, Esq., Chief Engineer, dated 14th June 1856, No. 280.

SIR,

1. With reference to Extract from the Proceedings of the late Board of Revenue Department of Public Works dated 11th February 1851, I have the honor to forward the usual Statement of Road repairs for 1855, with an account exhibiting the amount of trade on different Roads in this District, and also a further account, showing what portions of the work sanctioned by Government, have been completed, and what in progress or yet to be commenced upon.

No. 1, Road from Coimbatore to Metupolliem.

2. The state and usefulness of this Road were too fully noticed in my Reports of past years, to need recapitulation here; but a portion of the road having been so greatly injured by freshes in the Simganoor Nullah, was almost impassable; it was put into repair on emergency at a cost of Rupees 2,353-10-0. Vide letter from the Civil Engineer 7th Division dated 6th March 1855. Rupees 600-0-0 were also expended on this road from the amount of general sanction for Rupees 10,000 for the relief of the poor when from distress many were suffering almost to starvation. On the 15th March 1855, the late Board D. P. W. also sanctioned Rupees 1,800 for metalling the road in question with Jelly in places where the work was most requisite, this sum was likewise expended carefully for the intended purpose. Being thus repaired and metalled, and often inspected by myself and my Assistants, this much used line of road to the Neilgherry Hills is now in a tolerably efficient state.

Dated 12th April 1854.

Construction of a Bridge over Tappal Chavady pullum Rupees	2,470
Do. do. Yalarasy Covil pullum Rs	3,770
	6,240

3. Construction of 2 Bridge for this road was sanctioned on the 30th October 1855, as particularized in the margin amounting in the aggregate to Rupees 6,240, and which when completed, will add to the conveni- ence of trffic.

Trunk Road No. 5.

4. The annual allowance sanctioned between Walliar and Coimbatore for 1854-55 and 1855-56, was appropriated beneficially in metalling the road by a permanent establishment of 12 Coolies, as detailed in para 6 of my Report for 1854 dated 21st April 1855 No. 111. I have always had

this portion of road under my own sole management, working the small permanent body of Coolies through an old intelligent Duffadar of my Cutcherry, and though difficult and greatly frequented line; its condition does him and them much credit, looking at the small amount, and large extent to be repaired, through a very bad soil and jungle.

5. This portion of the Trunk road requires little more for the present; considerable attention having been long paid to its maintenance; the jungles, on both sides of the road, were cleared for some distanse by Ryots by granting the lands for cultivation on more favorable terms.

6. A sum of Rupees 615 was sanctioned by Government on the 14th March 1854 for metalling some portion of the road with Jelly where it greatly needed that work; the amount has been fully appropriated, and that part of the line is now easy for conveyances and loaded Bullocks even in the wet season. A Bridge was constructed lately near the 10th mile stone under the sanction of Government dated 25th May 1852.

7. Construction of another Bridge near Avenashy on the same road was also sanctioned on the 15th December 1854 for Rs. 3,168-9-0. This work has been nearly completed, and it will no doubt prove a great benefit.

8. Near Perindooray on the road in question a Bridge was desirable over a Nullah and was sanctioned on the abovementioned date for Rupees 1,272-9-0, the work is in progress and will be finished shortly.

9. Rupees 5,413-5-0 are also ordered for the repair of this road as particularized in the margin, this sum has been disbursed carefully, and the road is now in fair condition. Two Bridges were sanctioned at different places marginally noted amounting in the aggregate to Rupees 2,665-13-0, but as per Civil Engineer's subsequent suggestion, the construction of the above Bridge was postponed, and the whole amount was ordered to be appropriated for the repair of the Trunk road, this work when finished, will add much to the present efficiency of the communication.

As per sanction of Government dated 20th December 1851	3,068	1	0
Do. do. 18th June 1852	145	4	0
Do. do. 11th July 1853 for repairing the road from Canyoor to Chittody	2,200	0	0
	5,413	5	0
A Bridge near Chinniempolliem sanctioned on the 19th August 1854	1,005	1	0
Do. do. near Karoomuttumputty dated 19th August 1854	1,660	12	0
	2,665	13	0

To the Superintendent of Trunk roads. Vide accompanying Copy.

10. The annual allowance requested in my letter of the 28th May 1855 No. 149 of maintaining the road in question, will, if sanctioned, save much loss that must be otherwise sustained by Government for large estimates hereafter. I therefore request that early sanction may be granted for the said allowance.

Road to Serungapatam as far as Chickagauzanoor.

11. On this road there is a Jungle stream called "Yalarooma pullum" which from its abrupt bank and heavy freshes during the rainy season is a great obstacle to traffic on that road, but the Government having lately been pleased to sanction Rupees 8,000 for the construction of a Bridge. The work is commenced in the Engineer Department, the Bridge when constructed, will undoubtedly greatly benefit the travellers, &c.

Vide Minutes Consultation 8th March 1856, No. 355.

12. For the Guzzlehutty Ghaut and roads, an annual allowance of Rupees 200 exists as per sanction dated 28th March 1848, but it is quite inadequate to keep the Ghaut in common repair or practicable for even loaded Bullocks. I beg therefore to recommend that the allowance may be increased, for though the Hussanoor is the newer and better Ghaut, and not *far* distant, yet many large Villages lie just above and below the old Ghaut, which still do, and always will, use the Guzzlehutty even in its present state, bad as it is, which I have lately seen. All other repairs sanctioned to the said road in 1853, have been nearly completed.

New road from the foot of the Hassanoor Ghaut to Valamoondy.

13. As reported in para 10 of my letter of the 21st April 1856 No. 111, the construction of this road was delayed,* but the necessary arrangements have been now made towards the completion, shortly, of a portion of that road remaining to be yet made.

* For want of workmen in consequence of the Suttimungalum Bridge work.

Road from the Neilgherries to Trichinopoly.

14. The reconstruction of the Kullaur lattice Bridge was sanctioned on the 8th March 1855, for Rupees 3,690-1-0 and the work was given in contract by the Civil Engineer, when it was in progress, it was washed away by freshes in the river. A further sum of Rupees 1,558 was since advanced for that work as requested by Captain Francis in his letter of 5th April 1856, the Bridge is under construction again, and is superintended by Lieutenant Hamilton.

15. On the said road again Rupees 11,500 were sanctioned for constructing Bridges shortly to be begun by Lieutenant Hamilton; funds having been placed at that Gentleman's disposal in the nearest Talooks as suggested by the Civil Engineer.

16. The construction of a large Bridge over the Amravutty river near Caroor as sanctioned in the Minutes of Consultation of the 8th March 1855, No. 355, will add full efficiency to this particular communication.

From Pulladom to Dahrapoorum.

17. Rupees 1,265-15-0 were sanctioned on the 22d January 1852, and the work has been nearly completed; the cause of the slow progress is in consequence of the scarcity of workmen, and their having been employed in other important and large works in this District, such as Noyel Bridge, Rail road and works of irrigation. Measures have however been taken to bring the work in question to a close without further delay.

From Pullachy to Paulghaut, &c.

18. The metalling with Jelly of this road was sanctioned on the 29th March 1855 for Rupees 1,525-13-0. This work has been very nearly finished under the supervision of a Darogah and the Tahsildar of Pullachy, and the accounts will be closed in a few weeks, the road is in good order, and a great convenience to Travellers and conveyances.

19. The repair of this road sanctioned on the 23d October 1853 for Rupees 700, has been completed; and the accounts will be finally closed in a few days.

20. The Meengaray road was finished with the exception of a few drains, which are in progress. So soon as the latter works are done, the accounts will be settled, and Bills forwarded. Rupees 900 have been sanctioned on the 30th October 1855 for the construction of a Bridge and 2 drains more on the same line and the work will be done shortly. The repairs sanctioned on the 25th January 1856 for Badakeepolliem and Dharapoorum roads are in charge of Captain Shand.

Coimbatore to Trichinopoly.

Dony Pullum Bridge........	1.
Chintamony Pullum Bridge........	1.
	2.

21. Two Bridges sanctioned on the 14th December 1854 for Rupees 1,058 are under construction, and will be completed shortly. Rupees 350 were also authorized on the 8th April 1856 for repairing a portion of the said road, and the amount is in course of expenditure.

Hassanoor Ghaut and Road.

But they are now stopped under late orders.

22. For constructing 8 Bridges on this road between Sutteamungalam and Bennary Rupees 21,600 were sanctioned on the 25th January 1856, as also Rupees 8,500 for constructing a road from Hassanoor to Collegall. Funds were placed at the disposal of Lieutenant Chrystie Assistant Civil Engineer, who has charge of those works; the difficulty of procuring workmen in this part of the District, was fully reported in Para 20 of my last report; it still exists, and I need only mention one fact, of many, that of 5 carpenters lately induced to work there *not one* escaped; *all* having died of fever.

23. The Bridge over the Bowany river at Suttimungalum will be finished ere very long; the arches having been all turned: a sum of Rupees 3,000 has been advanced for this work as per letter from the Civil Engineer dated 7th April 1856, besides Rupees 3,200 sanctioned on the 26th January 1856, on a supplemental estimate.

From Coimbatore to Madura via Pullachey.

* Original sanction	Rupees...	32,909-4.
Supplemental	Do.	8,000-0.
		40,909-4.

24. The total amount sanctioned for the repair of this road is Rupees* 40,909-4-0, and the work is under the superintendence of Captain Shand, and it is expected that the work will be finished in a few months for Public use.

From Coimbatore to Suttimungalum.

25. The construction of two Bridges on this road has been sanctioned on the 8th April 1856 for Rupees 1,050, and the work is going on under the superintendence of Overseer Wright, on the 28th April 1856 a sum of Rupees 425 was also sanctioned for a Bridge and for repairing a portion of the road in another place, and Mr. Wright has charge of this work also.

From Coimbatore to Tadacum and thence to Ootacamund.

26. There are two sanctions for repairing this road dated 25th January 1846; one for Rupees 975, and the other for Rupees 3,300 the former work is in progress.

Konghiem to Errode Rupees	1,000
Konghiem to Parindooray..	1,000
Codoovoy to Annoor..................	2,000
	4,000

27. The repair of these roads were sanctioned on the 12th April 1854 but the progress of the work is not so quick as it ought to be, from want of sufficient Coolies as already explained; arrangements have however been made for early completion of the works.

Roads on the Neilgherries.

28. The construction and repairs of several roads on the Neilgherry Hills are under the charge of Lieutenant Stewart, Lieutenant Hamilton and Serjeant Hopkins the Road Superintendant, and the works are progressing fast.

29. The Chuthrum and Davustanum surplus funds in this District were placed at my disposal for the improvement of the cross roads &c. under the sanction of Government on different dates a small portion only of that sum is still in the hands of the Tahsildars. Many cross roads having been repaired in 1855 from that fund, I shall forward a separate detailed statement for the same when the accounts are finally closed.

30. The charges incurred for roads and Bridges generally in the low country in 1855 amount upon the average to 19-10-7 a mile in the low country, and to 97-2-3 on the Neilgherries, or 55-2-10 in the aggregate, or Rupees 6-1-9 more than average expenditure of the last year which is in consequence of a large sum sanctioned and expended this year.

31. The difference between the amount of trade of last and present years, needs no explanation, when the nature of the season is taken into consideration.

32. In speaking of most of these roads and ghauts, I may add in conclusion, that I believe I *know* every locality, and have visited the spots in company with every one of the 4 Engineers who have been in the District, Major F. Cotton, Captain Ouchterloney, Captain Ludlow, Captain Francis. Many of the roads and spots I have *seen* quite lately, having made a point of riding over them, especially the worst; and without undue egotism, I believe I may truly say, the roads and communications of Coimbatore generally, have considerably improved in the last 5 years, with reference to the very small and discouraging allowance now 1,500 (before 600) for the whole of this large District, with which, under my own supervision, and a few intelligent and trained Peons, with some Village labour, a good deal has been done.

I have, &c.

Coimbatore, 24th June, 1855.

E. B. THOMAS,
Collector.

Statement shewing what portions of Roads and Bridges sanctioned by Govern- commenced, as well as the Works proposed, but not yet

Number.	Names of Roads.	Names of the Talooks.	Particulars of the Works.	Date of the sanction of Government or Board of Revenue D. P. W. or Chief Engineer.	Amount of Completed: Amount actually expended. Rs.	A.	P.	Savings in the Estimate. Rs.	A.	P.
	1	2	3	4	5			6		
1	Road leading from Coimbatore to Metoopolliem.	Coimbatore.	Closing breach of the Sunguoor Jungle Stream	As per Letter from the Civil Engineer, dated 6th March 1855..........	2,353	10	0	0	0	0
			Metalling with Jelly on the above Road.	Government sanction, dated 12th April 1854..........	600	0	0	0	0	0
			Do. do. do. ...	Board sanction, dated 15th March 1855. . . .	1,800	0	0	0	0	0
			Constructing a Bridge over the Tuppal Chavady Pullum... . .	Government sanction, dated 30th October 1855.....	0	0	0	0	0	0
			Constructing a Bridge over the Yalar[illegible]y Covil Stream...... ..	Do. do. do. .	0	0	0	0	0	0
					4,753	10	0	0	0	0
				Annual Allowance.						
			Repairing Road from Coimbatore to Walliar, miles 13, furlongs 5, and yards 146......	As per sanction of Government dated 1st July 1852, from July 1854 to June 1855 . .	1,370	12	0	0	0	0
				From July 1855 to June 1856	1,370	12	0	0	0	0
2	Trunk Road from Coimbatore to [illegible]owany.	Coimbatore.	Amount appropriated for Dam work, &c. being the unexpended portion of the amount sanctioned for the construction of a Bridge at Chinnanavakarny..	As per do. of do. 19th August 1854.	0	0	0	0	0	0

ment, have been completed or are in progress, and the portion which has not been sanctioned in the District of Coimbatore for 1855.

sanctioned Estimates. Works. Total.			Works in progress. Works in progress.			Works in progress. Works not commenced upon.			Estimate sent on but not sanctioned. Date of transmission to the Civil Engineer.	Estimate sent on but not sanctioned. Amount.			Sundry expenses incurred under the annual allowances of 1,500 Rupees, &c.			Remarks.
7			8			9			10	11			12			13
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.		Rs.	A.	P.	Rs.	A	P.	
2,353	10	0	0	0	0	0	0	0	.....	0	0	0	0	0	0	
													Emergent expenditure.			
600	0	0	0	0	0	0	0	0	.. ..	0	0	0	33	14	4	
1,800	0	0	0	0	0	0	0	0	.. . .	0	0	0	0	0	0	
0	0	0	0	0	0	2,470	0	0	.. ...	0	0	0	0	0	0	
0	0	0	0	0	0	3,770	0	0	......	0	0	0	0	0	0	
4,753	10	0	0	0	0	6,240	0	0	.....	0	0	0	0	0	0	
1,370	12	0	0	0	0	0	0	0	......	0	0	0	0	0	0	
													Do.	Do.		
1,370	12	0	0	0	0	0	0	0	......	0	0	0	8	3	0	
0	0	0	1,405	5	11	0	0	0	......	0	0	0	0	0	0	

Statement shewing what portions of

Number	Names of Roads	Names of the Talooks	Particulars of the Works	Date of the sanction of Government or Board of Revenue D P W or Chief Engineer	Amount of Completed: Amount actually expended			Savings in the Estimate		
	1	2	3	4	5			6		
					Rs	A	P	Rs	A	P
2	Trunk Road from Coimbatore to Bhowany	Coimbatore	Metalling with Jelly from Coimbatore to Avenashy	As per sanction of Government dated 14th March 1854	307	8	0	0	0	0
			Repairing Road from the amount sanctioned for constructing a Bridge near Chinnempollien	As per do of do 19th August 1854	0	0	0	0	0	0
		Pulladum	Construction of a Bridge near the 10th mile stone	Do. per do. of do 25th May 1852	1,073	0	0	123	10	0
			Metalling with Jelly on the above Road	As per do of do 14th March 1854	307	8	0	0	0	0
			Repairing Road from Coimbatore to Avenashy	As per do of do 20th Dec 1851	0	0	0	0	0	0
			Metalling with Jelly on the above Road.	As per do of do 18th June 1852	0	0	0	0	0	0
		Cheyoor	Repairing the Road from the amount sanctioned for a Bridge near Caroomuttumputty	As per do of do 19th August 1854	0	0	0	0	0	0
			Constructing a Bridge and raising the road on the West side of Avenashy	As per do of do 15th Dec 1854	0	0	0	0	0	0
		Perundoorey	Constructing a Bridge and a Drain near Puttoor Caray Pullum	Do do do	0	0	0	0	0	0
			Repairing Road from Cannyoor to Chittode in Trunk Road, No 5	As per do of do 11th July 1853	0	0	0	0	0	0
					4,429	8	0	123	10	0
			Repairing Road	As per do. of do 27th May 1853	0	0	0	0	0	0

Roads and Bridges, &c.—(continued.)

sanctioned Estimates									Estimate sent on but not sanctioned.				Sundry expenses incurred under the annual allowances of 1,500 Rupees, &c.			Remarks
Works			Works in progress													
Total			Works in progress			Works not commenced upon			Date of transmission to the Civil Engineer	Amount						
7			8			9			10	11			12			13
Rs	A	P	Rs	A	P	Rs	A	P		Rs	A	P	Rs	A	P	
307	8	0	0	0	0	0	0	0		0	0	0	0	0	0	
0	0	0	1,005	1	0	0	0	0		0	0	0	0	0	0	
1,196	10	0	0	0	0	0	0	0		0	0	0	0	0	0	
307	8	0	0	0	0	0	0	0		0	0	0	0	0	0	
0	0	0	3,068	1	0	0	0	0		0	0	0	0	0	0	
0	0	0	145	1	0	0	0	0		0	0	0	0	0	0	
0	0	0	1,660	12	0	0	0	0		0	0	0	0	0	0	
0	0	0	3,168	9	0	0	0	0								
0	0	0	1,272	9	0	0	0	0								
0	0	0	2,200	0	0	0	0	0								
4,563	2	0	13,925	9	11	0	0	0								
0	0	0	1,471	15	0	0	0	0	Constructing a Bridge across the Yalaoomy Pullum	8000	0	0	0	0	0	

Statement showing what portions of

Number	Names of Roads.	Names of the Talooks	Particulars of the Works	Date of the sanction of Government or Board of Revenue D P W or Chief Engineer	Amount of Completed: Amount actually expended			Amount of Completed: Savings in the Estimate		
	1	2	3	4	5			6		
					Rs	A	P	Rs	A	P
2	Trunk Road from Coimbatore to Bhowany	Perundoray	Constructing a Bridge of one Arch across the Jungle Stream at Bellady	As per sanction of Government dated 27th May 1853	0	0	0	0	0	0
3	Road leading to Seringapatam as far as Chickagazanoor	Danaickencottah	Annual allowance for the Gurolhuttee Ghaut from April 1850 to March 1853	As per do of do 28th March 1818	0	0	0	0	0	0
					0	0	0	0	0	0
4	Constructing a new Road from the foot of the Hassanoor Ghaut to Valamoondy	Suttimungalum	Constructing a new Road from the foot of the Hassanoor Ghaut to Valamoondy	As per do do of 27th May 1853	0	0	0	0	0	0
		Danaickencottah	Do. do. do.	Do. do do	0	0	0	0	0	0
					0	0	0	0	0	0

Roads and Bridges, &c.—(continued.)

sanctioned Estimates.									Estimate sent on but not sanctioned.				Sundry expenses incurred under the annual allowances of 1,500 Rupees, &c.			Remarks.
Works.			Works in progress													
Total.			Works in progress.			Works not commenced upon			Date of transmission to the Civil Engineer.	Amount.						
7			8			9			10	11			12			13
Rs	A	P	Rs	A	P	Rs	A	P		Rs	A	P.	Rs.	A	P	
0	0	0	302	14	0	0	0	0								
0	0	0	600	0	0	0	0	0								
0	0	0	2,374	13	0	0	0	0		8,000	0	0				
0	0	0	674	15	0	0	0	0								
0	0	0	2,213	8	0	0	0	0								
0	0	0	2,888	7	0	0	0	0		0	0	0	0	0	0	

Statement shewing what portions of

Number.	Names of Roads.	Names of the Talooks.	Particulars of the Works.	Date of the sanction of Government or Board of Revenue D. P. W. or Chief Engineer.	Amount of Completed: Amount actually expended.			Savings in the Estimate.		
	1	2	3	4	5			6		
					Rs.	A.	P.	Rs.	A.	P.
4	Constructing a new Road from the foot of the Hussanoor Ghaut to Valamoondy.	Danaickencottah.	Constructing a Bridge over the Connemaur Covil Pullum.	As per sanction of Government dated 6th Feb. 1855.....	0	0	0	0	0	0
			Constructing a Bridge over the Nullah on the East of Cullaur.	Do. do. do.	0	0	0	0	0	0
			Re-constructing the Cullaur Bridge.	As per sanction of Maramut Board dated 8th March 1855. Emergent	0	0	0	0	0	0
5	Road leading from the Neilgherries to Trichinopoly.	Cheyoor.	Repairing Road.... .	As per sanction of Government dated 4th July 1854.	0	0	0	0	0	0
			Do. do.	Do. do. do. .	0	0	0	0	0	0
		Pulladum.	Do. do.	Do. do. do. ...	0	0	0	0	0	0
		Konghiem.	Do. do.	Do. do. do. .	0	0	0	0	0	0
		Caroor.	Do. do.	Do. do. do. ..	0	0	0	0	0	0
			Salary of Superintendent, &c.........	....	0	0	0	0	0	0
			Constructing some Bridges on the above Road......	As per do. of do. 25th Jan. 1856...	0	0	0	0	0	0
					0	0	0	0	0	0

Roads and Bridges, &c —(continued)

...nctioned Estimates.									Estimate sent on but not sanctioned.				Sundry expenses incurred under the annual allowances of 1,600 Rupees, &c			Remarks
Works			Works in progress													
Total			Works in progress			Works not commenced upon			Date of transmission to the Civil Engineer	Amount						
7			8			9			10	11			12			13
Rs	A.	P	Rs	A	P	Rs	A.	P		Rs	A	P	Rs	A	P	
0	0	0	1,089	8	0	0	0	0								
0	0	0	917	11	5	0	0	0								
0	0	0	3,690	1	0	0	0	0								
0	0	0	1,003	4	0	0	0	0								
0	0	0	2,006	4	0											
0	0	0	1,150	4	0											
0	0	0	2,561	1	0											
0	0	0	4,353	12	0											
0	0	0	1,000	0	0	0	0	0	Constructing a Bridge over the Amibravathy River in Caroor Talook	63,830	0	0	0	0	0	
0	0	0	0	0	0	0	0	0		11,500	0	0	0	0	0	
0	0	0	17,771	13	5	0	0	0		75,330	0	0	0	0	0	

Statement shewing what portions of

Number	Names of Roads	Names of the Talooks	Particulars of the Works	Date of the sanction of Government or Board of Revenue D. P. W. or Chief Engineer.	Amount of — Completed — Amount actually expended. Rs.	A.	P.	Savings in the Estimate. Rs.	A.	P.
	1	2	3	4	5			6		
6	Repairing Road from Pulladum to Dharapoorum.	Pulladum Kongheyam.	Repairing Road. ..	As per sanction of Government dated 22d Jan. 1852.	0	0	0	0	0	0
			Do. do. .	Do. do. do.	0	0	0	0	0	0
					0	0	0	0	0	0
7	Road leading from Pullachy to Paulghaut.	Pullachy.	Repairing Road from Pullachy as far as Paulghaut .	As per do. of do 20th May 1851.	2,461	0	0	0	0	0
			Metalling with Jelly and a Dram on the above Road. . .	As per sanction of the Board dated 29th March 1855	0	0	0	0	0	0
			Repairing Road and Drain from Marchenaickenpolliem to Annamalay Bungalow	As per sanction of Government dated 20th Oct. 1853	0	0	0	0	0	0
			Repairing Road and constructing Drains from Pullachy to Marchenaickenpolliem..	As per do. dated 22d Feb. 1853.	0	0	0	0	0	0
			Repairing Road and constructing Drains from Marchenaickenpolliem to Coppayandy Pillay Tavullum Chuttrum...	As per do dated 22d Feb. 1853.	0	0	0	0	0	0
			Constructing a Drain of 2 Vents and a Bridge . ..	As per do. of do. 36th Oct. 1855	0	0	0	0	0	0
			Repairing Road from Pullachy to Badakeepolliem .. .		0	0	0	0	0	0
			Repairing Road from Pullachy to Dharapoorum.		0	0	0	0	0	0
					2,461	0	0	0	0	0

Roads and Bridges, &c.—(continued.)

Sanctioned Estimates									Estimate sent on but not sanctioned.				Sundry expenses incurred under the annual allowance of 1,500 Rupees, &c.			Remarks.
Works.			Works in progress													
Total			Works in progress			Works not commenced upon.			Date of transmission to the Civil Engineer.	Amount						
7			8			9			10	11			12			13
Rs	A	P	Rs	A	P	Rs.	A	P		Rs	A	P	Rs	A	P.	
0	0	0	830	15	0	0	0	0								
0	0	0	435	0	0	0	0	0								
0	0	0	1,265	15	0	0	0	0	....	0	0	0	0	0	0	
2,461	0	0	0	0	0	0	0	0								
0	0	0	1,525	13	0	0	0	0								
0	0	0	700	0	0	0	0	0								
0	0	0	1,891	0	0	0	0	0								
0	0	0	3,208	8	0	0	0	0								
0	0	0	0	0	0	900	0	0								
0	0	0	0	0	0	0	0	0	....	1,100	0	0				Since sanctioned on the 25th Jan. 1856.
0	0	0	0	0	0	0	0	0	......	2,000	0	0				Do. Do.
2,461	0	0	7,825	5	0	900	0	0	....	3,100	0	0	Under Annual allowance of Rs 1,500.			

Statement shewing what portions of

Number.	Names of Roads.	Names of the Talooks.	Particulars of the Works.	Date of the sanction of Government or Board of Revenue D. P. W. or Chief Engineer.	Amount of — Completed. — Amount actually expended.			Savings in the Estimate.		
	1	2	3	4	5			6		
					Rs.	A.	P.	Rs.	A.	P.
8	Road leading from Coimbatore to Trichinopoly.	Pulladum.	Constructing a Bridge of 3 Arches over the Noyel River between Coimbatore and Sooloor on the Road to Trichinopoly............	As per sanction of Government dated 16th Jan. 1852...	3,957	7	7	555	2	5
			Constructing 2 Bridges one at Chintamony Pullum and the other at Dany Pullum on the above Road.........	As per do. of do. 19th Dec. 1854...	0	0	0	0	0	0
					3,957	7	7	555	2	5
9	Road leading from Trichinopoly via Hussanoor to Seeringapatam and Mysore.	Suttimungalum.	Repairing Road..........	As per do. of do. 8th Feb. 1853.....	806	8	9	0	5	3
			Repairing Road between Hussanoor and Mysore limits	As per do. of do. 30th June 1853...	0	0	0	0	0	0
			Clearing Jungle on the Hussanoor Ghaut....	As per do. of do. 1st Nov. 1852.....	0	0	0	0	0	0
			Constructing a Bridge over the Bhowany River at Suttiamungalum........................	As per do. of do. 30th June 1853...	0	0	0	0	0	0
			Supplemental Estimate to do.....................	......	0	0	0	0	0	0
			Constructing 8 Bridges between Suttiamungalum and Bunnary.	......	0	0	0	0	0	0
			Improving Road between Colligal and Hassanoor............	......	0		0	0	0	0
		Errode.	Constructing a new Road between Noyel and Muliempollium.........	As per do. of do. 27th May 1854...	0	0	0	0	0	0
					806	8	9	0	5	3

Roads and Bridges, &c.—(continued.)

sanctioned Estimates.									Estimate sent on but not sanctioned.				Sundry expenses incurred under the annual allowances of 1,500 Rupees, &c.			Remarks.
Works.			Works in progress.													
Total.			Works in progress.			Works not commenced upon.			Date of transmission to the Civil Engineer.	Amount.						
7			8			9			10	11			12			13
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.		Rs.	A.	P.	Rs.	A.	P.	
4,512	10	0	0	0	0	0	0	0	For repairing a portion of the above Road	350	0	0	49	14	0	
0	0	0	1,058	8	0	0	0	0								
4,512	10	0	1,058	8	0	0	0	0	.. .	350	0	0	49	14	0	
806	14	0														
0	0	0	9,549	11	0	0	0	0								
0	0	0	400	0	0	0	0	0								
0	0	0	16,029	4	0	0	0	0								
0	0	0	0	0	0	0	0	0	.. ..	3,200	0	0				Since sanctioned on the 25th Jan. 1856.
													Emergent Expenditure.			
0	0	0	0	0	0	0	0	0	....	21,600	0	0	192	5	8	Do. do.
0	0	0	0	0	0	0	0	0	. ..	8,500	0	0				Do. do.
													Do. Do.			
0	0	0	2,235	9	0	0	0	0					21	6	4	
806	14	0	28,214	8	0	0	0	0	...	33,300	0	0	213	12	0	

Statement shewing what portions of

Number	Names of Roads.	Names of the Talooks.	Particulars of the Works	Date of the sanction of Government or Board of Revenue D P. W or Chief Engineer.	Amount of Completed: Amount actually expended.			Amount of Completed: Savings in the Estimate		
	1	2	3	4	5			6		
					Rs	A	P	Rs	A	P
10	Repairing road and constructing Bridges from Coimbatore via Puliachy as far as Ambravathy River		Repairing Road and constructing 18 Bridges and Salary of Superintendent, &c	As per sanction of Government dated 27th May 1853	0	0	0	0	0	0
			Supplemental Estimate to do.		0	0	0	0	0	0
					0	0	0	0	0	0
11	For constructing two Bridges between Coimbatore and Suttamungalum	Danaickencottah.	Do	Do do do	0	0	0	0	0	0
12	Improving road from Coimbatore to Neilgherries via Tadacum		Improving Road to Tadacum	As per do of do 25th Jan 1856	0	0	0	0	0	0
			From Tadacum to Ootacamund	Do. do do	0	0	0	0	0	0
13	Repairing road from Konghiem to Errode.		Do.	As per do. of do 12th April 1854.	0	0	0	0	0	0

Roads and Bridges, &c —(continued)

Sanctioned Estimates. Works Total Rs	A	P	Works in progress. Works in progress. Rs	A	P	Works not commenced upon Rs	A	P	Estimate sent on but not sanctioned. Date of transmission to the Civil Engineer	Amount Rs	A	P	Sundry expenses incurred under the annual allowance of 1,500 Rupees, &c Rs	A	P	Remarks
7			8			9			10	11			12			13
0	0	0	32,909	4	0	0	0	0								
0	0	0	0	0	0	0	0	0		8,000	0	0				Sanctioned on the 5th Feb 1856
0	0	0	32,909	4	0	0	0	0		8,000	0	0				
0	0	0	0	0	0	0	0	0	For constructing 2 Bridges across the Jungle Stream.	1,050	0	0				
0	0	0	0	0	0	0	0	0		97[illegible]	0	0				
0	0	0	0	0	0	0	0	0		5,300	0	0				
0	0	0	1,000	0	0	0	0	0								

Statement shewing what portions of

Number	Names of Roads	Names of the Talooks	Particulars of the Works	Date of the sanction of Government or Board of Revenue D P W or Chief Engineer.	Amount of Completed: Amount actually expended. Rs	A	P	Saving in the Estimate Rs	A	P
	1	2	3	4	5			6		
14	Repairing road from Konghem to Parudooray		From Tadacum to Ootacamund	As per sanction of Government dated 12th April 18—	0	0	0	0	0	0
15	Repairing road from Bhowany and Mayar Coodoothooray to Annoor		Do.	Do do	0	0	0	0	0	0
16	Road on the Neilgherries.	Neilgherry	Constructing a Bridge over the Nullah from the foot of Seegoor	As per do of do 21st March 1853	5,714	15	0	0	0	0
			Clearing Jungle from Seegoor to Mysore	As per do of do 10th June 1853	0	0	0	0	0	0
			Repairing Road from the foot of Seegoor Ghaut to Chuckarullah being 13½ miles	As per do of do dated 17th Feb 1853 Rs 5,485-4-0						
			Pay of Superintendent of the above Road	As per do of do. dated 15th April 1853 Rs. 500-0-0						
				5,985-4-0						
			Deduct Amount to be charged to the Malabar District	956-1-0						
			Remainder		5,029	3	0	0	0	0

Roads and Bridges, &c.—(continued.)

sanctioned Estimates. Works. Total (7) Rs.	A.	P.	Works in progress. Works in progress (8) Rs.	A.	P.	Works not commenced upon (9) Rs.	A.	P.	Estimate sent on but not sanctioned. Date of transmission to the Civil Engineer. (10)	Amount (11) Rs.	A.	P.	Sundry expenses incurred under the annual allowances of 1,500 Rupees, &c. (12) Rs.	A.	P.	Remarks (13)
0	0	0	1,000	0	0	0	0	0								
0	0	0	2,000	0	0	0	0	0								
5,714	15	0	0	0	0	0	0	0	For constructing a Pier to the Platform Bridge at Seegoor with Brick in Chunam	560	0	0	0	0	0	Work completed.
0	0	0	1,299	6	0	0	0	0								
5,029	5	0	0	0	0	0	0	0								Do. do.

Statement shewing what portions of

Number.	Names of Roads.	Names of the Talooks.	Particulars of the Works	Date of the sanction of Government or Board of Revenue D. P. W. or Chief Engineer.	Amount of — Completed — Amount actually expended.			Savings in the Estimate.		
	1	2	3	4	5			6		
					Rs.	A	P	Rs.	A	P.
16	Road on the Neilgherries.	Neilgherry.	Constructing Road between Jackatallah and Ootacamund via Elk Hill saddle .	As per sanction of Government dated 6th October 1853.	0	0	0	0	0	0
			Completing the Work	As per do. of do. 14th Sept. 185[illegible]	0	0	0	0	0	0
			Making a cut across the Kunty Ghaut . .	As per do. of do. 6th October 1853.	0	0	0	0	0	0
			For the above work below the Ghaut . .	Do. do. do.	0	0	0	0	0	0
			Do. do. do.	As per do. of do. 19th Oct. 1855	0	0	0	0	0	0
			Constructing Road between Seegoor and at the foot. . .	As per do. of do. 2d August 1855.	0	0	0	0	0	0
			Constructing a Timber Bridge between Kotagherry and Coonoor.	As per do. of do. 20th Oct. 1853	0	0	0	0	0	0
			Constructing 2 Timber Bridges on the Seegoor Ghaut...	Do. do. do.	172	1	8	1	15	4
			Repairing Road from Seegoor to Teppacaulavoo and purchasing Tools. . . .	As per do. of do. 21st March 1854.	948	11	0	0	0	0
			Annual allowance for repairing the Seegoor and Coonoor Ghauts, and the Cantonment Roads at Ootacamund..	As per do. of do. 14th Nov. 1845, 7th May 1846, 13th May 1848, 21st March 1851 and 2d August 1855...	6,800	0	0	0	0	0
			Tracing new line of Road from the foot of the Ghaut to Coonoor.	As per do of do. 5th Nov. 1853. Rs. 4,000-0-0 12th Oct 1855. Rs. 2,000-0-0	0	0	0	0	0	0
			Pay of Captain Hamilton Superintendent of the above Road.	20th Feb. 1854. Rs. 1,200-0-0 30th Jan. 1855. Rs. 1,200-0-0	2,400	0	0	0	0	0

Roads and Bridges, &c.—(continued.)

Sanctioned Estimates									Estimate sent on but not sanctioned				Sundry expenses incurred under the annual allowances of 1,500 Rupees, &c.			Remarks
Works			Works in progress.													
Total			Works in progress			Works not commenced upon.			Date of transmission to the Civil Engineer.	Amount						
7			8			9			10	11			12			13
Rs	A	P	Rs	A	P	Rs	A	P		Rs	A	P	Rs	A	P	
0	0	0	7,550	0	0	0	0	0								
0	0	0	10,200	0	0	0	0	0								
0	0	0	15,000	0	0	0	0	0								
0	0	0	3,334	8	0	0	0	0								
0	0	0	13,143	0	0	0	0	0								
0	0	0	8,886	0	0	0	0	0								
0	0	0	586	9	0	0	0	0								
174	1	0	174	1	0	0	0	0								One Bridge was completed & the other is in progress
948	11	0	0	0	0	0	0	0								Work completed.
6,800	0	0	0	0	0	0	0	0								
0	0	0	6,000	0	0	0	0	0								
2,400	0	0	0	0	0	0	0	0								

Statement shewing what portions of

Number	Names of Roads	Names of the Talooks	Particulars of the Works	Date of the sanction of Government or Board of Revenue D P W or Chief Engineer	Amount of Completed: Amount actually expended			Amount of Completed: Savings in the Estimate		
	1	2	3	4	5			6		
					Rs	A	P	Rs	A	P
16	Road on the Neilgherries	Neilgherry	Repairing and improving Roads at Coonoor and Kotagherry	As per sanction of Government dated 19th Dec 1854.	0	0	0	0	0	0
			Repairing Road from Ootacamund to Kotagherry	15th do	0	0	0	0	0	0
			Constructing a Bridge on the Road from Coonoor to Jackatallah.		0	0	0	0	0	0
			Repairing old Road on the Coonoor Ghaut	Board's sanction dated 19th March 1855.	0	0	0	0	0	0
			Constructing 2 Timber Bridges on the Coonoor Ghaut	Government sanction, dated 26th May 1855	0	0	0	0	0	0
			Constructing a Timber Bridge across a Jungle Stream at Coonoor	Do do 24th Feb 1855	0	0	0	0	0	0
			Repairing Road from Coonoor to Jackatallah and the Road leading to the Governor General's House at Coonoor	Board's sanction, dated 7th May 1855 .	0	0	0	0	0	0
			For improving Bridle Path from Coonoor to Kotagherry .	As per sanction of Maramut Board, dated 10th Aug 1855.	0	0	0	0	0	0
					21,064	14	8	1	15	4
			Total Amount of Work sanctioned from Government Fund .		37,473	1	0	681	1	0
			Repairing Cross Roads in the several Talooks from Davastanum and Chettrum Fund.	Board's sanction 16th May 1850 Government sanction, 1st July 1851	44,653	9	9	0	0	0
			Constructing Bridges on the above Road from do. do.	Do. do.	0	0	0	0	0	0
				Total. .	44,653	9	9	0	0	0
				Grand Total .	82,126	10	9	681	1	0

Coimbatore,
24th June, 1856.

Roads and Bridges, &c.—(concluded.)

sanctioned Estimates.									Estimate sent on but not sanctioned.				Sundry expenses incurred under the annual allowance of 1,500 Rupees, &c.			Remarks.
Works.			Works in progress.													
Total.			Works in progress.			Works not commenced upon.			Date of transmission to the Civil Engineer.	Amount.						
7			8			9			10	11			12			13
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.		Rs.	A.	P.	Rs.	A.	P.	
0	0	0	4,000	0	0	0	0	0								
0	0	0	4,737	3	0	0	0	0								
0	0	0	0	0	0	0	0	0	....	2,730	0	0				Since sanctioned on the 25th Jan. 1856.
0	0	0	3,000	0	0	0	0	0								
0	0	0	0	0	0	2,056	7	0								
0	0	0	915	4	0	0	0	0								
0	0	0	1,200	0	0	0	0	0								
0	0	0	600	0	0	0	0	0								
21,066	14	0	80,625	15	0	2,056	7	0	....	3,290	0	0				
88,154	2	0	1,92,360	2	4	9,196	7	0	....	1,36,695	0	0	305	11	4	
44,653	9	9	1,536	6	7	0	0	0								
0	0	0	5,726	1	0	0	0	0								Work completed.
44,653	9	9	7,262	7	7	0	0	0								
82,807	11	9	1,99,622	9	11	9,176	7	0	....	1,36,695	0	0	305	11	4	

E. A. THOMAS,
Collector.

Statement of Import, Export and Home Trade in the several Talooks and Roads in the District of Coimbatore for 1855.

Roads.	Names of the Talooks	Trade. Exports from the District.	Imports into the District.	Total.	Home Trade.	Total.	Remarks.
1	2	3	4	5	6	7	8
Trunk Road between Walliar and Bhowany..............................	Coimbatore...............	52,462	14,495	66,957	18.191	85,148	
	Pulladom.................	1,52.720	20.200	1,72,920	2.59,520	4,32,440	
	Cheyoor........	1,17,413	59.367	1,76,780	1,62 225	3,39,005	
	Perindooray..............	1,23,458	60.465	1,83.923	28.799	2,12,722	
	Errode............	10,300	7,800	18,100	7,000	25,100	
	Andjoor..................	1,12,819	1,22,448	2,35.267	22.359	2,57,626	
		5,69,172	2,84.775	8,53.947	4.98,094	13,52,041	
Road from Coimbatore to Trichinopoly.	Coimbatore.........	16,180	14,665	30,815	16.443	47.258	
	Congiem...	71,477	69.196	1.40.673	1.32,136	2.72,809	
	Pulladom......	1.92.645	20,360	2,13,005	1,12.980	3,25,985	
		2,80,302	1,04,221	3.84,523	2,61.559	6,46.082	
Road from Coimbatore to Serungapatam..................................	Coimbatore.......	15.601	16.043	31.644	51.990	83,634	
	Danaickencotah.........	15,000	21,7[illegible]	36,797	63,990	1.00.787	
	Cheyoor.........	6,555	3,247	9.802	2,02,796	2,12.598	
		37,156	41,087	78.243	3,18,776	3,97,019	
Road from Neilgherries to Trichinopoly..................................	Danaickencotah.........	12.096	22,069	34.165	79.113	1,13,278	
	Cheyoor	13.107	42.825	55.932	48 700	1,04,632	
	Pulladom....	31.130	16.932	48.062	1,39.360	1.87,422	
	Congiem.....	42,769	25.597	68.366	24.724	93.090	
	Caroor....................	67.696	74.818	1,42,514	21,078	1,63,592	
		1,66,798	1,82,241	3,49,039	3,12,975	6,62,014	

From Coimbatore to the Neilgherries...	Coimbatore.	11,134	4,019	15,153	24,883	40,036
From Trichinopoly to Seringapatam via Caroor........................	Caroor........ ...	12,042	14,146	26,188	5,103	31,291
	Errode..	650	500	1,150	700	1,850
	Andioor... . .	18,013	13,271	31,284	10,707	41,991
	Suttimungalem.	7,646	7,425	15,071	46,930	62,001
		38,351	35,342	73,693	63,440	1,37,133
From Collongode to Dindigul via Pullachey..	Pullachey.	32,034	25,010	57,044	24,128	81,172
	Chuckragherry.... ..	14,551	64,483	79,034	15,928	94,962
		46,585	89,493	1,36,078	40,056	1,76,134
From Coimbatore to Mysore via Suttimungalem and Hussanoor..................	Coimbatore......... .	4,161	58,837	62,998	55,960	1,18,956
	Suttimungalem...	20,292	7,550	27,842	7,503	35,846
		24,453	66,387	90,840	63,463	1,54,803
From Pulladom to Dindigul via Dharapooram......................................	Pulladom............ ...	79,285	9,015	88,300	2,33,244	3,21,544
	Dharapooram.	5,200	1,990	7,190	692	7,882
	Total....	84,485	11,005	95,490	2,33,936	3,29,426
	Total Roads 9	12,58,436	8,18,570	20,77,006	18,17,182	38,94,188
	Neilgherries ...	13,020	3,99,280	4,12,300	3,20,280	7,32,580
	Grand Total	12,71,456	12,17,850	24,89,306	21,37,462	46,26,768

Coimbatore,
Collector's Office,

Error's Excepted, per

E. B. THOMAS

1	1854.		1855.		Comparison				Remarks.
					Increase		Decrease.		
1	2		3				5		6
	Rs.	A. P.	Rs.	A. P.	R.	A. P.	Rs.	A. P.	
Import	14,80,037	0 0	12,71,456	0 0	0	0 0	2,08,581	0 0	
Export	12,37,881	0 0	12,17,850	0 0	0	0 0	20,031	0 0	
Home Consumption............	20,75,221	0 0	21,37,462	0 0	[illegible]	0 0	0	0 0	
	47,93,139	0 0	46,26,768	0 0	62,241	0 0	2,28,612	0 0	
							62,241	0 0	
							1,66,371	0 0	

Statement showing the Principal Roads in the District of Coimbatore, the Cost of repairs thereof and the amount of Trade for 1855.

No.	Names of Roads.	No of miles with in the District of Coimbatore	Cost of Repairs of Roads & Bridges.			Average cost of repairs per mile.			Extend of Trades. Value of Exports.			Value of Imports			Total.			Home Consumption.			Total.		
			Rs.	A.	P	Rs	A	P.	Rs	A.	P.	Rs	A.	P	Rs	A	P.	Rs.	A.	P.	Rs.	A.	P
1	Trunk Road from Walliar to Bhowany	79	5,455	10	2	69	0	11	5,69,172	0	0	2,81,775	0	0	8,50,947	0	0	1,98,094	0	0	13,52,041	0	0
2	From the foot of the Neilgherries to the limits of Trichinopoly	101	6,576	15	11	65	1	11	1,66,798	0	0	1,82,241	0	0	3,49,039	0	0	3,12,975	0	0	6,62,014	0	0
3	From Coimbatore to Chicknagazanoor Mysore Road	49	916	12	7	18	11	4	37,156	0	0	41,087	0	0	78,243	0	0	3,18,776	0	0	3,97,019	0	0
4	From do to Mysore limits Hassanoor Road	66	4,460	10	2	67	9	4	24,453	0	0	66,387	0	0	90,840	0	0	63,463	0	0	1,54,303	0	0
5	From Caroor to Suttimungalum via Errode (Mysore Road)	78	1,234	4	8	15	13	2	38,351	0	0	35,342	0	0	73,693	0	0	63,440	0	0	1,37,133	0	0
6	From Coimbatore to Matoopolliem Neilgherry Road.	20	3,048	10	6	152	3	8	11,131	0	0	4,019	0	0	15,153	0	0	24,883	0	0	40,036	0	0
7	From Coimbatore to Konghiem, Trichinopoly Road	43	753	7	7	17	8	4	2,80,302	0	0	1,04,221	0	0	3,84,523	0	0	2,61,559	0	0	6,46,082	0	0
8	Dindigul Road via Pollachy and Oodoomaleottah	67	3,772	3	8	56	4	10	46,585	0	0	89,493	0	0	1,36,078	0	0	40,056	0	0	1,76,134	0	0
9	Do. via Palladum and Dharapoorum.	30	255	11	10	8	8	5	84,485	0	0	11,005	0	0	95,490	0	0	2,33,936	0	0	3,29,426	0	0
	Total	533	26,470	7	1	49	10	7	12,58,436	0	0	8,18,570	0	0	20,77,006	0	0	18,17,182	0	0	38,94,188	0	0
10	Neilgherries	70	6,800	0	0	97	2	3	13,020	0	0	3,99,280	0	0	4,12,300	0	0	3,20,280	0	0	7,32,580	0	0
	Grand Total	603	33,270	7	1	55	2	10	12,71,456	0	0	12,17,850	0	0	24,89,306	0	0	21,37,462	0	0	46,26,768	0	0

Coimbatore, Collector's Office,
24th June, 1856.

E. B. THOMAS,
Collector.

From H. A. Brett, Esq., Collector of Salem, to Colonel C. E. Faber, Chief Engineer, dated 22nd July 1856.

SIR,

1. I have the honor to report on the roads and communications of the Salem District, for the year 1855.

2. The branch road between Yadapaudy and Sunkerrydroog, adverted to in my report of last year, has been completed, with the exception of some Dams and covered Drains, which are in progress, and will be shortly finished.

3. In consequence of the line which was first choosen for this road having been subsequently altered, as stated in my Report for last year. An increase of Rupees 186-10-0 above the original Estimate of Rupees 897-2-6 was required for constructing Road Dams and covered Drains, making the Total Estimate amount to Rupees 1,083-12-6. The extent of work executed up to the end of the year was Rs. 816-11-2.

4. The bridges and the road on the Topoor Pass have been completed, and a Bill for this works was submitted on the 11th January 1856, and was sanctioned on the 9th March 1856. The amount of the work performed was Rupees 3,586-5-10

5. The new Bullock road from Yercaud on the Shevaroy Hills to Dharampoory, and a road of the same description on the Salem side of the Hills, was completed within the year, as these two works were executed under the superintendence of the Civil Engineer's Department, the amount expended is not entered in this report. Two Estimates for converting the Bullock road from Yercaud to Dharampoory into a Cart road, one amounting to Rupees 24,600 for the road from Yercaud to Mullapoorum, the Railway Station, and one Estimate amounting to Rupees 15,280 for the road from Adamancottah on the Salem and Madras road to Mullapoorum, were sanctioned on the 30th October 1855. These roads had not been commenced at the end of the year.

6. Repairs as particularized below have been executed to the undermentioned roads as per Occasional Estimate sanctioned on the 27th February 1854, amounting to Rupees 1,332-10-11 on the road from Oosoor to Dharampoory to the extent of Rupees............ 832-2-1.

Do. From Rayacottah to Kistnagerry............ 218-8-1.

Do. From Dharampoory to Do. .... 715-5-9.

and the remaining work is in progress.

7 On the road from Salem to Cuddalore, a bridge of two arches at Woodiaputty, one of three arches at Narsingapoorum, and a road Dam at Shashyen's Choultry were sanctioned on the 9th September 1854; but as several important irrigation works were in course of construction in the Ahtoor Talook, up to the close of the year, the Tahsildar of that Talook was unable to procure workmen to build these bridges, and in consequence they were delayed. The Tahsildar has been directed to proceed with the work with the least possible delay, and one of the bridges has since been completed.

8. Two Estimates for building bridges, covered Drains, and road Dams, on the road between Salem and Trichinopoly, up to the boundary of the Salem District were sanctioned, one amounting to Rupees 385-7-0 on the 9th September, and the other amounting to Rupees 1,613-9-0 on the 19th December 1854, work to the extent of Rupees 846-8-5 had been performed at the end of the year, and the remainder is in progress.

9. For widening a Cart road between Namcul and Moganoor, to the extent of two yards, Rupees 1,055-1-0 were sanctioned on the 9th December 1854, work to the extent of Rupees 280-1-0 had been executed at the end of the year. The slow progress in the works referred to in this, and the preceding para. is ascribed by the Tahsildar, to the great difficulty of procuring labourers.

10. An Estimate for making a Bullock path from Salem to Poolamputty, amounting to Rupees 500; and another for making a Cart road from Yedapandy to Poolamputty, amounting to Rupees 900; were sanctioned on the 10th July 1854 and work to the extent of Rs. 354-2-10 to the former, and Rupees 815-12-9, to the latter, had been performed up to the end of the year.

11. The Bandy Fund collections during the year 1855, amounted to Rupees 3,723-6-1 which is Rupees 107-5-1 less than the receipts for 1854. If to this sum are added the collections on account of arrears, the annual grant which the Collector is authorized to expend without Estimate, viz., 2,000 Rupees, and the accumulated balance of the past year, amounting to Rupees 4,417-6-9, the total amount available for roads in this District amounted to Rupees 10,482-7-8.

12. Subjoined is a Statement exhibiting the number and descrip-

tion of the more substantial road works completed during the year under report.

	Bridges.	Drains.	Road Dams.
On the Trunk Road No 5 from Vaniembady to Comarapollium	2	8	0
On Do. From Coimbatore to Cuddalore.	0	2	15
On Do. From Bangalore to Trichinopoly	1	14	0
On Do. From Nameul to Sunkerrydroog	0	0	5
On Do. From Altoor to Razipoor ...	0	5	0
On Do. From Nameul to Moganoor.....	1	0	0
On Do. From Sunkerry to Yadapaudy.	0	0	8
On Do. From Dharampoory to Auroor.	0	1	0
On Do. From Ootengherry to Singaraputty.................	0	1	0
On Do. From Singaraputty to Tripatoor	0	1	0
On Do. From Royacottah to Thully.....	0	1	3
On Do. From Oosoor to Denkenicottah	0	3	0
On Do. From Royacottah to Kistnagherry........	0	2	0
	4	41	31

13. The following abstract shews in one view, the total sums disbursed during the year, on account of works completed by the end of the year.

	Rs.	A.	P.
Drains newly constructed inclusive of old ones repaired.....	986	15	8
Bridges Do. Do.	2,661	14	11
Repairs of roads inclusive of gravelling and earth work......................	5,820	12	3
Road dams................	327	13	7
Sundry repairs.......	334	8	7
Total.............	10,132	1	0

14. From this sum must be deducted Rupees 1,700, which was appropriated from the surplus Fund of the Topoor Choultry, for the bridge and road work on the Topoor Pass, under the sanction of Go-

vernment dated the 4th April 1853, which make the sum actually spent from other sources amount to Rupees 8,132-1-0.

15. If the sum of Rupees 8,132-1-0, be deducted from Rupees 10,482-7-8, the balance in hand available for roads, on the 31st December 1855, was Rupees 2,050-6-8, of which a sum of Rupees 258-5-0 remained in the Hoozoor Treasury, and Rupees 1,792-1-8 had been advanced for works commenced, and remaining to be executed on the 31st December 1855.

16. The Trunk road No. 5, has remained during the year in the same bad state as I described in last year's report. An Estimate for the repair of the road amounting to Rupees 21,000, has been sanctioned since the close of 1855.

17 Most of the remaining roads under the Collector's charge are in tolerable order.

I have, &c.,
(Signed) H. A BRETT,
Collector.

(A True Copy.)
T. E. GAHAGAN,
Assistant Civil Engineer.
In charge of Salem District.

Statement exhibiting Road Works pending sanction, and the progress made in those already sanctioned in the Salem District.

Name of Work.	Date of Sanction.	Amount of Sanction			Amount of work completed			Amount of work incomplete.			Amount of work not commenced			Dates on which the papers submitted to the Chief Engineer.	Dates on which the papers submitted to the Govt. for Sanction	Remarks
1	2	3			4			5			6			7	8	9
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.			
Topoor Ghaut improvement.	4th April 1855	3,450	13	7	3,586	5	10	0	0	0	0	0	0	11th Jan. 1855	0	
Repairing Roads from Oosoor to Dharampoory, from Royacotta to Kistnagherry, and from Dharampoory to Kistnagherry	27th Feb 1854	3,332	10	11	1,765	15	11	1,566	11	0	0	0	0	do	0	Work to the amount of Rs 263, has been executed since the close of the year
High road from Salem to Cuddalore, and from Salem to Trichinopoly... ...	9th Sept. 1854	2,901	9	0	316	8	5	2,455	0	7	0	0	0	do	0	Work to the extent of Rs. 706, has been executed since the close of the year
Improvements proposed to the Road between Namkul and Moganoor and between Salem and Trichinopoly..........	19th Dec 1854	2,668	10	0	280	1	0	2,388	9	0	0			do	0	Work to the extent of Rs 464, has been executed since the close of the year
Road from Salem to Nerinjeepett, and from Yedapaudy to Nerinjeepett	10th July 1854	1,000	0	0	[illegible]	0	3	929	15	9	0	0	0	do	0	

(Signed) H. A. BRETT,
Collector.

(A true Copy)
T. E. GAHAGAN,
Assistant Civil Engineer,
In Charge of Salem District.

22d July, 1856.

From H. A. Brett, Esq., Collector of Salem, to Colonel C. E. Faber, Chief Engineer, dated 28th August 1856, No. 138.

SIR,

I have the honor to report on the roads and communications of the Salem District, from 1st January to 30th April 1856.

2. In the 2nd para of my report for 1855, I stated that the branch road between Yadapaudy and Senkerrydroog had been completed, with the exception of some Dams and covered Drains which were then in progress. The sum expended on these works, since that report, amounts to Rupees 63-1-0. The Estimate for this road, amounted to Rupees 1,053-12-6. The work executed up to 30th April to Rupees 879-15-2.

3. The sum sanctioned on the 27th February 1851, on account of the repair of the road from Oossoor to Darumpoory was Rupees 2,302-13-11. The amount of work performed up to the end of 1855 was Rupees 832-2-1 and from 1st January to 30th April Rupees 123-9-8. The remaining work is in progress. This work has been much delayed from the difficulty of procuring Wodders so near the line of Railway.

4. The amount sanctioned on the 27th February 1851, on account of the repairs of the road from Royacottah to Kistnagherry, was Rupees 259-2-11. The work performed amounts to Rupees 218-8-1.

5. The amount sanctioned on the 27th February 1851, on account of the repairs of road from Darumpoory to Kistnagherry was Rupees 770-10-1. The work performed amounts to Rupees 713-6-9.

6. Estimates for two bridges on the road from Salem to Cuddalore were sanctioned on the 9th September 1851. The bridge at Narasingapoorum, has been finished, with the exception of earth work, filling and forming approaches, and metalling. The Estimate sanctioned for this bridge was Rupees 1,052-0-0, the work performed amounts to Rupees 1,011-6-10. The bridge at Woodiaputty has not been commenced, owing to some difficulty in selecting a proper site. The materials for this bridge are being collected.

7. An Estimate, amounting to Rupees 385-7-0, for building a bridge and a road dam on the road from Salem to Trichinopoly, in the limit of the Rauzepoor Talook, was sanctioned on the 9th September 1851. The bridge has been completed, and the road dam is in progress.

8. Rupees 1,613-9-0 was sanctioned on the 19th December 1854, for bridges, covered drains, and road dams, on the road between Salem and Trichinopoly in the Nameul Talook, up to the boundary of the Salem District. Of the 3 bridges included in the sanctioned estimate, the bridge over the Dausenaiken Tope Echyvary Stream has been built by the authorities of the Trichinopoly District. The other 2 bridges, the covered drain, and the 11 road dams, are in progress. The work performed up to 1855 amounted to Rupees 27-14-0, and from 1st January to 30th April to Rupees 353-0-3.

9. The work executed up to the end of last year to the Cart road between Nameul and Moganoor, the road adverted to in the 9th para of my report for 1855, was Rupees 280-0-1. The further work executed up to the end of April was Rupees 334-0-0. The remaining work is in progress.

10. The bullock path from Salem to Poolamputty, and the Cart road from Yadapaudy to Poolamputty, the two works adverted to in the 10th para of my report for 1855, are in progress. The work performed to the former up to the end of 1855 was Rupees 354-2-10, the work since executed to Rupees 9-14-8. The work performed to the latter up to the end of 1855 was Rupees 315-12-7, and work since executed to Rupees 104-15-1. The remainder is in progress.

11. The bandy Fund Collections from 1st January to 30th April, including the collections on account of arrears, amounted to Rupees 1,175-10-0; which, added to Rupees 2,050-6-8, the balance in hand on the 31st December 1855 makes a total of Rupees 3,526-0-8. The amount expended from 1st January to 30th April was Rupees 1,733-6-9. The amount expended from the annual grant which the Collector is authorized to expend without Estimate, viz., Rupees 2,000-0-0 was Rupees 37-14-0.

12. Subjoined is a Statement exhibiting the number and description of the more substantial road works completed during the 4 months under report.

	Drains.	Road Dams.
On the road from Royacottah to Kistnagherry.........	1	4
On the Road from Senkerry droog to Yadapaudy.......	3	1
On Do. from Oossoor to Thully.......................	1	0
	5	5

13. The following abstract shews, in one view, the total sums disbursed during the 4 months on account of works completed by the end of April.

	Rs.	A.	P.
Drains newly constructed inclusive of old ones repaired...	656	11	8
Repairs for bridges.........	9	3	9
Repairs of road inclusive of gravelling and earth work...	543	7	9
Road dams newly constructed inclusive of old ones repaired.........	68	7	0
Sundry repairs.........	90	9	2
Expence incurred in purchasing tools for executing repairs to the roads...	323	10	9
Purchasing 2 Carts for carrying gravel for the roads. . .	70	2	8
Total Rupees.........	1,771	4	9

I have, &c.,

H. A. BRETT,

Collector.

Statement exhibiting the Road Works pending sanction and the progress made in those already sanctioned in the Salem District

Name of Work.	Date of sanction	Amount of sanction	Amount of work completed	Amount of work incomplete	Amount of work not commenced	Dates on which the papers submitted to the Chief Engineer	Dates on which the papers submitted to the Government sanction	Remarks
1	2	3	4	5	6	7	8	9
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Repairing Road from Oossoor to Darumpoory	27th Feb 1851	2,302 15 11	955 11 9	1,347 2 2	0 0 0		0	Work to the amount of Rs. 375 has been executed since 30th April
Do from Royacottah to Kistnagherry	Do.	259 2 11	218 8 1	40 10 10	0 0 0		0	
Do from Darmapoory to Kistnagherry	Do.	770 10 1	743 6 9	27 [illegible] 4	0 0 0		0	
High Road from Salem to Cuddalore and from Salem to Trichinopoly	9th Sept 1851	2,801 9 0	1,387 15 3	1,413 9 9	0 0 0		0	[illegible] for the construction [illegible] bridge [illegible] not being [illegible] the work [illegible] commenced
Improvements proposed to the Road between Namcul and Moganoor and between Salem and Trichinopoly ...	19th Dec 1851	2,668 10 0	988 15 4	1,679 10 8	0 0 0		0	In R[illegible] 2,668 10 0 Rs. 565 0 0 the sum estimated for the construction of a Bridge over the D[illegible] 1 [illegible] [illegible] stream is [illegible] [illegible]
Road from Salem to Nerinjeepettah and from Yaudapady to Nerinjeepettah	10th July 1854	1,400 0 0	784 1 2	615 1 10	0 0 0		0	[illegible]unded. As the B[illegible] [illegible] the sum [illegible] the trench [illegible] the sum will not be required
Total		10,202 13 11	5,079 7 4	5,123 6 7	0 0 0		0	

Salem Collector's Office,
Oossoor Southern Division,
28th August, 1856.

E. E., per H. A. BRETT, *Collector.*

T. E. GAHAGAN, *Lieut., Assistant Civil Engineer*
In charge of Salem District.

From W. Fisher, Esq., Collector of Canara, to Colonel C. E. Faber, Chief Engineer, dated Mangalore 17th July 1856, No. 24.

Sir,

1. I have the honor to submit my report on the roads and communications of this District for the year 1855, and the first four months of the present year, or up to 30th April last, the close of the official year 1855-56.

2. I have commenced with those lines of road running down from the Ghauts towards the coast in the first instance, whether in the upper or lower country, and having then noticed the cross roads, conclude with a Statement of what has been done for the coast road, intended eventually to form a complete communication between the Northern and Southern extremities of the District.

3. My observations will be made in the order I find usually adopted in former reports, and commencing with the Sumpajee Ghaut and road and its branches, I shall proceed with each line according to its position as next in succession to that last spoken of.

66 Miles. *4. The Sumpajee Ghaut and road, being Trunk Road, No. 2. }

* This road has been in charge of Overseers Graham and Campbell, until taken on hand by Lieutenant Drever late in January last during my Jummabundy tour I had an opportunity of inspecting that portion of it between Soolya and Poottoor, and was much disappointed to find the road surface either hollow in the middle or sloping all one way. Lieutenant Drever had recommended a thorough repair, and the road is now in the hands of Mr. Boesinger, an active and intelligent Executive officer, and will, I trust, gradually assume the shape necessary to good drainage, and be repaired with proper material, instead of the first that comes to hand.

* Via Kankanaudy. 5. In remarking on this road I may observe that the new* approach from it to Mangalore, which commences near the 5th mile stone, and shortens the last stage from Feringapett by 1½ miles is in good order, and most useful, having indeed superseded the old road. Though made with the District Funds, this piece of road should be considered part and parcel of the Trunk line, to which it is a great improvement.

33 Miles. 6. Branch road from Jalsoor to Cassergode. } This road is in fair order, and the bridges are all

nearly complete. This line has proved very beneficial to the traders in the interior, as the increased sales of Salt at Cassergode continue to shew.

	Rs.	A.	P.
In Fusly 1261	4,212	0	0
1262	5,977	12	9
1263	6,252	4	11
1264	7,572	14	5
1265	8,153	6	7

29 Miles. 7. The Munjerabad Ghaut and Road being Trunk Road, No. 3. — For the state of this road I cannot do better than refer to Lieutenant Walker's Diary for March last, where he states; that "since Lieut. " Robert's operations ending June 1853, with the exception of a few " weeks in November 1854 when Ensign Hay was in charge, Trunk " road, No. 3, was left entirely to the Revenue Department. What they " have done, I think good as far as it goes, the state of the roadway " being in my opinion creditable."

8. This important line has met with the most unfair treatment, for year after year has passed without any person competent to undertake the bridges, &c., being put in charge of it. It is much to be feared that the timber bridges built at the head of the road, have suffered from the dampness of the climate, and it is a question perhaps, whether they will ever answer when built in the thick jungles of the Ghauts, where the timber can hardly ever dry.

7½ Miles. 9. Ooperunguddy and Poottoor Road connecting Trunk Roads, No. 2 and 3. — In fair order, the usual repairs having been executed. Is now under the charge of Mr. Boesinger.

9¼ Miles. 10. Ooperunguddy and Mauny Road. — This road has been finished during the period under report, the distance made being miles 4-2 fls. 110 yds. The piers (stone in chunam) of 3 small bridges have been built, and 33 rough stone drains, covered with granite slabs have been completed. This road is mentioned in Lieutenant Walker's General observations for March last, as being in fair order. It is now under Mr. Boesinger.

11. Ooperunguddy and Buntwall Road. } Lieutenant Walker has observed of this road, that it has not been touched for 3 working seasons, whilst the Ooperunguddy and Mauny line sanctioned on the same date had been undertaken by the Revenue authorities. Assuming that there must be a bridge at Buntwall eventually, and I imagine that the rocks in the bed of the river above the ferry afford great facilities for its erection, it seems that the Ooperunguddy and Buntwall line viâ Surpandy need never be more than a fine weather road for bullocks, after the Nuitravutty becomes fordable at Ooperunguddy, as it would never, I should imagine, answer to bridge the river at that point for the sake of this communication. The Mauny line has been taken up in preference to it, and of this Lieutenant Walker is disposed to complain, but I cannot, but think Mr. Maltby and Lieutenant Roberts (Engineers) were right. This road is now under Mr. Boesinger.

12. Charmaudy or Coffee Ghaut. } This Ghaut has not been touched since April 1855. Up to that time the trace was worked out and widened, portions of the line being worked to a considerable width. The measurements are given in the margin.

	M	F	Yds.
Distance of Ghaut	8	6	7
Opened to 12 feet	2	3	105
" 6 "	5	6	88
" 4 "	0	4	34

13. I visited this Ghaut, in company with Lieutenant Walker, in March last, and was much struck with the very easy slopes at which the road was carried up the mountain ; and a long ride to the head of the Ghaut over the Mysore portion of the trace, which appeared nearly level, strengthened the impression. Lieutenant Walker, has condemned this trace, but to do more than improve our portion of it is now out of the question, and as the Mysore authorities have worked out their portion, I trust that rather than render the whole nearly useless by leaving our portion in its present state, a portion of the District Funds may be expended during the coming season in removing difficulties and obstructions, and widening out such portions of the trace as are still too narrow.

14. Sundry large rocks must be removed from the road-way in one part of the line, and the lower portion of the Ghaut being infested by Elephants, much injury will, I fear be done, during the present rains, which set in with unwonted violence. The marks of recent visits

from these animals were sufficiently visible when we were on the Ghaut, and indeed they must have been numerous during the preceding wet season. It is very difficult to judge fairly of outlay, during a necessary hasty visit, but it has struck me, that roadwork is not done so well or so cheaply in South Canara, as it is further North, and this I attribute in a great degree to the different quality of workmen procurable in the two localities. In the Buntwall Talook most of the coolies are descendants of slaves, and inherit the laziness usually found among these classes. Those employed in North Canara are men who annually leave their Villages in gangs to seek work, which they have always found in the garden maganies above the Ghauts, and where they usually work by contract.

15. I have failed in obtaining the measurements I required to examine fully into the rates of expenditure, owing to the unusually early period at which the rains set in, and the unhealthiness of the part of the country, in which the Ghaut is situated, at this season. I would however repeat my earnest wish that the trace may be immediately opened to a sufficient width, to admit of free traffic by bullocks next season, as the communications completed both above and below this Ghaut are otherwise thrown away, or nearly so, with reference to coffee growers whose crops are sent down to this coast.

16. Road from Buntwall to the foot of the Charmaudy Ghaut. Distance 34 M. 1 furl. & 21 yards. } Of this 22 miles were completed by the end of 1854, to an average breadth of 21 feet 11 miles and 198 yards have since been made leaving little more than a mile unfinished. Temporary bridges of a substantial character have been built, and the whole line is open as a fine weather cart road. Lieutenant Walker has given a very favorable opinion of that portion of the road between Buntwall and Beltungaddy (22 miles,) and I think the remaining portion will give equal satisfaction to any Engineer Officer, who may inspect it. The cost has, in my opinion, been greater than would have been incurred with a similar work in the North, and this is to be attributed in a great measure to the class of coolies it was necessary to employ though partly to the directions of the Mysore Maistry, who was so particular about levels, as to require the roadway to be cut out in many places, where the rise was hardly perceptible, and all that was required in our good soil was to shape and provide for drainage. Our Farmers lose no time in availing themselves of this road, and carts have

already began to take the place of bullocks and coolies, though they cannot be built in that part of the country, and must, with the necessary bullocks, be brought from a distance.

17. Road from Beltunguddy to Navoor (about 8 Miles.) } Portions of this road, one from the Beltunguddy river, and another from the foot of the Ghaut have been opened out for a little more than two miles to a width of 18 feet, at a cost of Rupees 339-6-9, leaving the centre untouched. This was completed by April 1855, and since that time nothing has been done, as all procurable laborers were employed on the Charmaudy road, portions of which took a longer time to complete, than had been calculated on. Nothing can be done with the Ghaut until the lower portion of it has been properly traced, and the services of no competent person have yet been found available.

18. This road will, I trust, be taken in hand immediately after the rains, when Lieutenant Law will probably be able to take both it and the Charmaudy Ghaut in hand, and give us tolerably complete communications before the end of the season. Lieutenant Walker in whose Company I visited this Ghaut, was highly pleased with the General line taken, the two lower miles excepted, and parties may be set to widen the upper six miles as soon as the season opens. If circumstances admit of these arrangements being made, I will immediately inform the Superintendent of Nuggur, who, I have no doubt, will co-operate at once by opening the trace already made from Moolody on the Mysore frontier towards Sumsay and Kalasay.

58 Miles. 19. Agoombay Ghaut and Road. } Of this road that portion between Mangalore and Goorpoor (10 miles) has been in charge of the Revenue Department, the remainder is now under the management of Mr. Stanger, together with the branch roads to Mulpay, Halandee and Bujjay forming part of the Agoombay Circuit. I have had no opportunity of seeing any portion of this line, except in the immediate neighbourhood of Oodipee and Mulpay, where it was in fair order. Temporary Bridges have, I know, been erected, and repairs and improvements have been going on under Mr. Stanger.

34½ Miles. 20. Colloor Ghaut and Road. } Mr. Robinson had an opportunity of inspecting this Ghaut, and the road between Wundasay and the foot of the Ghaut last year. He observes that bridges and tunnels were sadly wanted.

21. After these observations were made, these roads were made over to the P. W. D., and the information obtainable in my office, does not enable me to report particulars of work performed since May 1855, but the country both above and below this Ghaut has been so particularly unhealthy for the last 12 months, that the Department have doubtless been much hindered in carrying on their duties.

21 Miles. 22. Guersoppah Ghaut and Road. This road has been under the Superintendence of Major MacDonnell, and other Officers of the P. W. D., under the orders of the Civil Engineer. Lieutenant Walker in his general observations for December 1855 observes, that he found the whole line of Road and Ghaut to Guersoppah, with the exception of 2 broken temporary bridges within the Mysore limits, in very good order, and that the traffic from the directions of Talgooppa and Siddhapoor has evidently been very heavy from the opening of the season, in spite of the inconvenient width of most of the trace, on which two bullocks can just pass. It has since been worked by Lieutenant Searle.

31 Miles. 23. Road from Ameenhully to Coomptah via the Neelcoond Ghaut. At the head of this road where it leaves the Dharwar and Coomptah line, Rupees 500 have been expended during the year under report, in completing the communication between Sircy and the Neelcoond Ghaut, most of the road having been opened out in 1854. The road is in first rate order, and merely requires bridges over the streams at Ravencutta to make it an excellent cart road.

24. Mr. Robinson, who has had frequent opportunities of inspecting the Neelcoond Ghaut, states, that it is in excellent order having been carefully and judiciously repaired after the last rains. He observes that the bullock traffic down this Ghaut is very great, and that it is to be hoped, that nothing may stand in the way of the project of widening it out to the full breadth, and otherwise rendering it practicable throughout for carts.

25. The road below the Ghaut from its foot to Coomptah 17 miles only wants bridges to be in fact a first class road, and I earnestly hope that the united recommendation of all the local officers, will have some effect in hastening the completion of this most useful line.

80 Miles. 26. Daivymunnay Ghaut and Road. Lieutenant Walker observed in January last, that

with the exception of certain portions of the line, where repairs to only half the road had been made, and the rest left in its original condition, he found it in very good order for fair weather traffic, the excessive dust produced by heavy traffic on an unmetalled surface, being the only draw-back to comfortable and speedy travelling. It has been admitted that unless this line is metalled, the Ghaut can never stand the heavy traffic that passes over it. Under Lieutenant Hankin every effort will be made to meet and encounter successfully, the difficulties that present themselves, but complaints will be heard, until the completion of the Arbyle line, and the bridging of the Neelgoond road, relieve it of a part of the traffic that crowds it and renders even repairs difficult.

83½ Miles. 27. Arbyle Ghaut and Road. Lieutenant Walker observed in March 1855, that the bridges on this line were satisfactorily progressing under Mr. Müller. The great want on this road is a bridge over the Gungavully at Puttimpar until this is built the road can be little used by loaded carts, though those returning from Coomptah empty, take this road in great numbers.

20 Miles. 28. Ankola and Arbyle junction Road. Mr. Robinson states that this road is still in an incomplete state. An estimate appears to be before Government, Vide Lieutenant Walker's Diary for February 1855, and Mr. Maltby's remarks thereon dated 14th April of the same year.

29. Kyga Ghaut on the Southern bank of the Black River. Traced and under construction, out of the sanction of 5,000 Rupees, Rupees 2,894-3-11 have been expended.

66 Miles. 30. Road from Hulliall to Mullapoor by the Unshy or Singawary Ghaut. The sanction of Rupees 9,850 having proved inadequate to open out even a 12 feet road, I have, on Lieutenant Walker's request, advanced the sum of 5,000 Rupees out of the District Funds, for completing the remaining portion of this line to 12 feet width. Only Rupees 1,596-8-5 of this amount however has been expended.

31. Road from Hulliall through Jugglepett to the Tinnye Ghaut. More than 14 miles of this line have been opened out to 4 yards width; and about 2 furlongs of a bridle-path are passable for carts.

32. Road from Hulliall to Soopah viâ Jugglepett. } Is under construction—4 miles 5 furlongs of Ghaut has been opened out to a bridle-path.

5 Miles. 33. Hulliall to Mavincoppah on the frontier. } This road to the Dharwar frontier was completed in 1854.

CROSS ROADS.

34. Branch road from Panimangalore on Trunk Road, No. 2, to vittul. } A 2nd class road, 7 miles, in fair order, requires drains.

35. Buntwall to Moodbiddry. } About 17 miles in length—Trace completed 8 miles 2 furlongs and 211 yards. Of this, miles 5 f. 4 yds. 156 were worked in 1855, and at the end of April last, miles 2 f. 6 yds. 55 had been added. The average width of the whole is but seven feet, and different places vary from 18 feet to 3 feet. This road crosses a difficult country, as must necessarily be the case in lower Canara, with an inland road crossing the drainage from the Ghauts. It is worked into and out of the deep valleys, that intersect the laterite plains in this locality, and the most difficult portions have met with the greatest attention. The chief difficulties have been overcome, as the last six or seven miles as we approach Moodbiddry the line will pass over a high laterite plateau practicable now for bullocks. The trace is much used already, and about 1,000 bullocks pass every month. The merchants of Buntwall have subscribed upwards of 300 rupees towards the opening of this road.

36. Karkul to Puddoobiddry. } A trace 15 miles in length have been made, and when worked out, the road will be very useful, as it will connect Karkul, a place of some importance on the Mangalore and Agoombay road, with a Port on the Coast. The merchants of Karkul and Puddoobiddry have subscribed Rupees 111 towards this improvement.

12 Miles. 37. Honore to Santgull. } This is a useful cross road, and is bridged at several points, the embankments also, where paddy fields are crossed, are of a substantial character, but the slopes in many parts of the road are such as to render it of little use to loaded carts. The traces should be improved. This road was constructed by convicts in 1840.

9 Miles. 38. Chendawer to Kuttegaul. } Opened in 1853, is in good order.

7 Miles. 39. Mirjan to Kuttegaul. Completed in 1852, and is a useful cross road.

34 Miles. 40. Sircy to Falls, viâ Siddhapoor. The bridges on this line were handed over to the Engineer's Department at the close of the working season of 1855. Lieut. Walker has made several alterations in the form and size of the bridges. The masonry work of 5, of the 8 bridges, was nearly complete when the transfer was made. On the road itself Rupees 1,000 were expended out of 6,000 Rupees Fund, and a further sum of Rupees 300, was advanced out of the Discretionary Fund, in order to carry on the road work, which, for want of money was in a less forward state than the bridges. Virulent small-pox having broken out among the work people, operations were, at one time, suspended, but the work will no doubt be carried on with activity by Lieut. Searle. At present the road is in fair order, but very narrow in places, and admits of considerable improvement in several respects.

7½ Miles. 41. Siddhapoor and Bilghy Road. Mr. Robinson reports that he has had considerable parties employed on this line since the close of the rains, that some substantial and judicious work has been done, and that carts now ply along the new line. The average cost has been Rupees 177 per mile, and is moderate enough when the nature of the country is considered, 3½ miles of road still remain to be opened out to the full width, but a most useful work has been accomplished. Mr. Robinson urges the propriety of prolonging this piece of road by 2 branches, from Bilghy to the Mullaymunnay and Hoss Ghauts.

42. Whilst I agree with Mr. Robinson as to the extension to Mullaymunnay, I should prefer a junction with the Neelcoond Ghaut viâ Hosstotah, to making a road to the Hoss Ghaut. The latter can only be a bullock track, unless properly worked out, and with the Mullaymunnay and Neelcoond Ghauts in close proximity, this will hardly be undertaken. To make a cart road to Neelcoond the Hemjunnay, (called Tudry below the Ghauts) a broad and deep river must be bridged, but this can be done temporarily, early in each season, as there is a ledge of rocks across the stream, which might be made use of, to support a temporary wooden structure until something more substantial is erected. This, I may add, was Lieut. Walker's opinion. The Hoss Ghaut traffic

would then take the Neelcoond Ghaut, and the whole line would be practicable for carts for some part of the year, although the Neelcoond Bridges are not sanctioned.

15 Miles. 43. Sircy to Bunnawassy. } This road has been partially opened out to full width. It requires some small bridges and numerous tunnels, and deserves every attention, as it will come into great request when the Wurdah is bridged at Bunnawassy, and is now much used both by carts and bullocks.

30 Miles.	44. Yellapoor to Sircy,	These roads form part of the Yellapoor Circuit, and are capable of great improvement.
24 Miles.	Yellapoor to Moondgode,	
29 Miles.	Yellapoor to Hulliall,	
12 Miles.	Yellapoor to Kirwutty.	

The Yellapoor and Hulliall road is much worn by the passage of heavy timber carts, and the slopes into and out of nullahs, particularly on the Moondgode road, require attention.

45. Tuttihulla to Ganeshcutta, miles 3 fur. 3 yards 208. } This useful cross line was completed this season at a cost of Rs. 448-13-4.

226 Miles. 46. Coast Road from Cavoy in the South, to Sedasheghur in the North. } Different portions of this long line have been taken in hand as opportunity offered, and circumstances required. Prior to last year (1855) only a portion of this road between Byndoor and Butkul, had been worked out. Here the old paved road which went direct over every thing, up one side and down the other side of a hill according to its natural slope, was turned and a small Ghaut and practicable road made for some distance.

47. During the period under report the line has been taken up at three points; one south of the Natrawutty near Mangalore, one in the neighbourhood of Butkul commencing from the terminus of the improvement above noticed, and passing through Butkul towards and beyond Moordeshwer, the third point is the Hyderghur Ghaut, between Ankola and Sedasheghur.

48. The road south of Mangalore was carried from the river by an embankment nearly a mile long, across the valley of Alkaybyle and by several smaller embankments and cuttings, a practicable bullock road has been constructed as far as Coomblah, 21½ miles, avoiding in a great

degree the back-waters and other difficulties of the old coast road. This it is proposed to carry on towards our southern frontier.

49. To the North of Mangalore nothing has been done until we reach Coondapoor, the old road remaining untouched, but the whole line has been carefully gone over, and it is proposed to carry on a road a little inland from Mangalore to Moolky, the first seven miles of which is already a made road, striking the Goorpoor river at Shedya. This road is much used now during the monsoon, and has done good service, as far as it goes, in connecting the villages through which it passes, with Mangalore.

50. Taking the coast road then by this route, and striking direct for Moolky, after crossing the river, the latter place may be reached without much difficulty, and a few alterations and improvements here and there, will render the old line a good and useful road as far as Coondapoor. From the north bank of this river, Mr. Robinson has carried a new road towards a Davasthan situated between the bend of the river Arrayhollay (which here approaches close to the beach) and the sea, which has the advantage of being more direct, and avoiding the heavy sand of the old track.

51. Thence to Byndoor nothing has been done, and only slight improvements are required. From this point however, to within 12 miles of Honore, a first class road may be said to exist, the work having been done most substantially, and a new bridge built at Butkul, through which Town (formerly difficult of access from the broken and rocky nature of the ground around it), an excellent road has been carried.

52. This, it is proposed, to continue by a new line, a short distance inland, which will shorten the present route to Honore, and avoid not only the sandy beach, but the Monky Ghaut between Moordeshwer and Honore.

53. Passing on again from this, and leaving the road on each side of Coomptah improved and in order, but the intended line in abeyance pending the construction of the proposed canals, we pass into the Ankola Talook after crossing the Tuddry Ferry. Here, beyond some substantial repairs, and the building of a rough timber bridge on Piles, which makes Ankolah accessible, no changes have been made, until we come to the mountain range running down to the sea, between that Town and the black river, on the north bank of which stands the village of Sedashegur.

54. Here the Hyderghur Ghaut has been made, and supercedes the extremely difficult Binghy Ghaut, over a spur close to the sea. The traces on north and south ascents made under the eye of the Civil Engineer, have been worked out to a breadth of 4 yards under Overseers Milton and Harrison. This new and easy Ghaut will be eventually connected with the Agsoor road and Ankola on the south, and with Sedasheghur on the north. The amount expended is Rupees 4,096-0-4, and the road-way should be widened, and the approaches from Ankola and the black river completed, as soon as possible.

55. The Map appended shews the Canara roads in three classes as named in para 2 of the Report, and will tend to explain it.

I have, &c.,

WM. FISHER,

Collector.

From J. D. Robinson, Esq., Additional Sub Collector, to W. Fisher, Esq., Acting Collector of Canara, dated 8th February 1856, *No.* 57.

SIR,

I have the honor to submit my report for the year 1855-56 on the state of such of the roads within the 2 Sub Divisions under my charge as were, and still remain under the management of the Revenue authorities together with particulars of work and expenditure.

2. Beginning with the Ballaghaut Division, I shall classify the Public Works executed therein under 2 heads. 1st Works with special sanctions, and 2ndly Works under taken out of the District discretionary Fund.

3. Under the former class come.

1. Bridges along the Arbyle road.
2. Opening out and bridging of the line from Sircy to Siddapoor.
3. Construction of the new Neelcoond Ghaut and
4. Remodelment of the road between Wattahulla at the head of the aforesaid Ghaut to its point of junction with the great Dharwar line at Amenhully.

4. Of the progress of the Arbyle bridges whilst under our management you are already fully cognisant, nor need I say more in this place than that considering the numerous difficulties encountered at the outset of the undertaking, a fair portion of work seems to have been

executed during the season the expenditure out of the sanction of Rupees 25,317-3-11 up to the period of transfer to the Engineer's Department amounting to Rupees 5,966-10-9. Mr. Mellar, who had Executive charge of these bridges from the commencement continues to Superintend operations and from all I hear is bringing them to a rapid and successful termination.

5. The great desideratum now along this important line is the construction of the bridge across the Gungawally river which I believe has not yet been planned, but without which the intercommunication for carts between the Inland country and sea coast can scarcely be called complete.

Siddhapoor Road and Bridges.

6. On the Siddhapoor line there are eight bridges to be constructed at a cost of Rupees 9,960-3-9. Of these the entire masonry of 4 and the greater part of that of a 5th was completed prior to their transfer to the Engineer's Department and considerable supplies of materials collected at the sites of the remaining 3.

7. The total expenditure up to the period of transfer was Rupees 6,039-4-6, leaving a balance of Rupees 3,920-15-3 for the completion of the works.

8. These bridges are now in the hands of Mr. Hankin and are after having been longer in abeyance than was to have been desired, again shewing signs of activity and progress.

The Civil Engineer's Diary for December was come to hand since writing this and in it are detailed the changes proposed. I am glad to observe that he is of opinion that the balance of the sanction will suffice for the completion of the work a point about which Mr. Hankin when speaking to me on the subject seemed somewhat dubious.

9. From what I gathered from Mr. Hankin when passing down the road on my Jummabundy tour the plans of several of these bridges were changed by the Civil Engineer on his recent visit of inspection and a portion of the work already completed will be undone and otherwise replaced.

10. On the road itself Rupees 1,000 were expended out of the Rupees 6,000 found and a further sum of Rupees 300 advanced out of the District discretionary Fund, but small-pox breaking out with great virulence among the work people, operations were suspended and nothing more was done.

until the Engineer's Department eventually took charge of the whole. The road generally speaking is in fair order, but in places it is very narrow and admits of considerable improvement in several respects.

Neelcoond Ghaut.

11. This Ghaut length 7 miles 5¼ furlongs was originally opened out at a cost of Rs. 8,000, a further sum of Rupees 1,000 having been granted on emergent sanction for the reparation of the damage caused by the monsoon of 1854. The expenditure up to 31st December last was Rupees 8,653-7-3, added to which was the cost of monsoon repairs for 1855 amounting to Rupees 346-0-5, so that of the Rupees 9,000 granted for this work there remains on the 1st January 1856 a balance of Annas 8 and Pice 4.

12. I have had frequent opportunities of inspecting this Ghaut it is in excellent order having been carefully and judiciously repaired after the rains.

13. The bullock traffic down this ghaut is very great as I know from actual observation and the accounts kept at the Tannah, which understate the case considerably, are further proof of its exceeding popularity and utility it is therefore on every account to be hoped that nothing may stand in the way of the present project of widening it out to the full breadth and otherwise rendering it practicable throughout as a cart road.

Road from Wallaholla to Amenhully.

14. This road connects the Neelcoond Ghaut with the Coompta and Dharwar line. The greater portion of it was opened out and completed in the year 1854 and there only remained the 1 mile between Revencutta and the point of junction, Amenhully to finish. This was recently accomplished at a cost of rupees 500, in which sum are included the repair of 2 timber drains and some other little improvements along the piece of road completed the previous season, so that the cross line from Amenhully to the head of the Ghaut 10 miles in length is in first-rate order and only requires bridges over the streams at Ravencutta to be an excellent cart road at all seasons of the year; at present carts ply on it without the least difficulty.

Names of Roads.	Extent.		Amount of sanction			Expended up to Dec. 1854.			Expended up to 31st Dec. 1855.			Balance on the 1st Jan. 1856.		
	M	F.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Neelcoond Ghaut	7	5½	9,000	0	0	8,653	7	3	346	0	5	0	8	4
Road from Amenhully to Wattahulla	10	0	2,250	0	0	844	2	6	1,404	10	0	1	3	6
Siddhapoor	0	0	1,000	0	0	654	5	9	345	8	0	0	2	3

15. To facilitate reference and comparison, I subjoin a statement of the works executed on sanction of which I have just been speaking and pass on to those undertaken out of the District discretionary Fund.

16. The majority of these works are of a very trifling description and will be most easily understood by a reference to the annexed statement.

Name of Works.	Extent.		Amount expended up to 31st Dec. 1855.			Average Cost per Mile.		
	M.	F.	Rs.	A.	P.	Rs.	A.	P.
Bilghi Road	5	1½	969	2	4	177	11	0
Siddhapoor Road	0	3½	150	4	8	0	0	0
Amenhully drain	0	0	23	6	0	0	0	0
Sumpkund Roads monsoon repairs	1	4	9	0	6	7	4	0
Heroor Road do.	6	0	33	6	11	5	9	2
Sircy to Hoolacul Trace line	6	6½	5	8	0	1	6	1
Bidrully to Hansoor Trace line to Neilcoond	6	0	8	6	0	1	6	4
Gunishcutta Road	3	4	448	13	4	150	0	0
Tuttyhulla to Siddlagoondy Trace line	5	7½	35	2	0	5	15	0
Wallacotta to Edoogoonjee Road	0	0	5	0	0	0	0	0
Mahramut Sibbendy	0	0	564	12	6	0	0	0
Cost of Tools	0	0	75	4	11	0	0	0
Total	0	0	2,328	4	4	0	0	0

17. The only two works on the list you will perceive upon which any considerable sum of money has been expended are the roads between Siddhapoor and Bilghi and Gunishcutta and Tuttyhulla in the Soopah Talook. On the former I have had considerable parties employed since the close of the rains and some substantial and judicious work has been done, carts now ply along the new road and the work is a real boon to the trade far and near. The sum expended up to the 31st December 1855 is rupees 969-2-4, making the average cost per mile Rupees 177 which considering the hilly nature of the country passed through is moderate enough. There only remain now some 3½ miles of this road to be opened out to the full width and a very neat and

satisfactory job has been made of the approach to Bilghi Cusbah formerly so inaccessible. There are only one small bridge and a few single and double vent tunnels required on it but it has the disadvantage of passing through some very bad soil in places and must be gravelled at such parts during the rains. I cannot conceive money better spent than in prolonging this piece of road by 2 branches to the Mullamane and Hassagop and trust that we may find an early opportunity of employing a portion of the discretionary Fund in giving activity to so useful and important an undertaking.

18. I had not indeed an idea of the importance of this road until recently in the neighbourhood on my Jummabundy tour when I was surprised to find that besides a very large bullock traffic which flows into it from numerous roads out of the Mysore country, carts also were plying in considerable numbers as far as Bilghi up to which point the road is practicable for wheels. Operations which had been suspended for a fortnight owing to a want of Funds have been resumed and I shall now push matters along as rapidly as I can and complete what remains of the road to its full width before the monsoon.

Gunishcutta Road.

19. This useful cross line length 3 miles and 4 furlongs connecting the Tuttyhulla and Gunishcutta roads was completed this season at a cost of Rupees 448-13-4 giving an average of Rupees 150 per mile. I have not yet had an opportunity of personally inspecting the work but have every expectation of finding hereafter that it has been substantially and judiciously executed. The other items of expenditure on the Statement scarcely seem to call for comment unless it be one of Rupees 23-6-10 spent on the Amenhully road otherwise provided for. This small sum was expended by my orders and after personal inspection on a drain which had given way during the monsoon to the great inconvenience of the traffic, and for the repairs of which, there was nothing remaining out of the sanction. There are several small sums entered on the Statement for the traces and reconnoissances of roads some of which I would gladly have had it in my power to report commenced, but which in the absence of skilled assistance and an absolute lack of leisure I felt diffident of undertaking.

20. The sole item of expenditure connected with our management which does not seem to find place in the Statements above given is that of the monsoon repair of the Bunwassy road on which out of Rupees 300 granted for the purpose at the rate of Rupees 20 per mile Rupees 76-3-3 were expended.

21. The other important roads which intersect this division being now under the management of the Engineer's Department do not come within the scope of the present report and will doubtless be matters of special report, but before quitting the subject of Ballaghaut roads I would beg to make a few observations on the state of the Devimunny line which has been latterly so fruitful a theme of complaint. I had occasion to ride over the westernly portion of this road more than once both during and after the rains, and must allow its state was all that Mr. Brice described it to be. This I ascribe to the following causes.

1. The inferior description of material hitherto made use of in repairing it.
2. The unusual lateness of the rains in the hill country, and
3. The early and vastly increased traffic it has had to bear.

22. Doubtless Mr. Brice was right in stating that the solid wheeled Wudder Carts do much damage and it is to be regretted that the tax has not had the result proposed and forced them to give place to vehicles of a superior description but still I believe the main causes of deterioration are those first enunciated, and am inclined to think that even had not a single solid wheel passed over the road it would yet have been found unequal to its requirements.

23. There is I hear a project for metalling it throughout its whole length which I question not would be a successful, although enormously expensive undertaking, but it strikes me this would not be necessary (unless perhaps for the 7 miles of actual Ghaut) if only greater attention were paid to the material employed for repair and the Neilcoond pass and [illegible] above and below Ghâts were bridged and made practicable for [illegible]ed traffic, with so popular an auxiliary as this latter road, the Devomunny line and Ghât would if fairly managed and looked after during the rains be equal I believe to its work.

Pyenghat Works.

24. I pass on to the Poyenghat Division where the Public Works may be classified under 5 heads.

1. Works executed out of the Ferry fund.
2. Do. out of the Discretionary fund of Rupees 20,000.
3. Do. out of the Toll proceeds.
4. Those done on emergent, and
5. Those having an annual sanction.

Coast Line.

25. I shall first review the years operation along the coast line beginning from the Gungolly (Cundapoor) river in the South to the Kalanadi in the Northern frontier. These works have been executed partly out of a grant of Rupees 6,700 from the Ferry fund and partly out of a further sum of Rupees 7,000 allotted from the discretionary fund.

26. In the accompanying Statement are exhibited in detail the various works completed or in progress along this line together with the particulars of expenditure and sanctions under which they have been conducted.

27. On the more important of these I shall now proceed to make a few observations, taking them in the order in which they stand on the list.

28. The first is a short Inland trace of some 2⅛ miles in length executed at a cost of Rupees 178-8-2 which considerably curtails the distance and replaces the sandy and unfavorable tract along the sea beach from the Gungolly river to the Maharajah Devestan north with a path-way which may hereafter be converted into a good substantial road.

29. The next 4 items on the list are all bits of road work executed on the stage between the Cusbah Towns of Byndoor and Bhutkul (both seats of Peishcars Cutcherries) and should be taken in connection with last years operations already reported on.

30. The expenditure as compared with the length of the work performed may appear heavy but distributed over this whole stage of 10 miles now complete and in all respects a first class and it falls to an average of about Rupees 400 per mile which is not greater than was to have been expected under the peculiarly hard and difficult nature of the soil through which the road has been carried.

31. The work of opening out from the south and the north and giving access to the large and thriving town of Bhutkul has been a most expensive and difficult one, and its costs taken together with that of the Byndoor approach completed under Mr. Maltby's orders has mainly contributed to raise the expenditure along the whole line to its present high average. These Bhutkul approaches are not yet complete, but when so, as I expect they very shortly will be, will confer on that

hitherto isolated and almost inaccessible place a benefit which it were difficult to overstate.

32. The next item of expenditure rupees 2,489-1-2 is for the prolongation of this road northwards towards Moordeshwer, nearly a breast, but some ½ mile more inland than which, the work has now been brought and is in abeyance for want of funds. Here too particularly as before mentioned at the exit from Bhutkul and again at the descent on the southern bank of the Venketapoora river has the work been difficult and costly, but with the exception of 1¼ mile over some light sandy soil at Serally to be undertaken, so soon as funds are available, this stage likewise may be said to be opened out as a first class road. A considerable portion of this work has already been inspected by the Civil Engineer who himself determined the question of the necessity for the new bridge at Bhutkul which figures in the statement at a cost of Rs. 1,380-10-4, and which is still in process of construction. The plan and estimate for this bridge were furnished from the Civil Engineer's Office, but owing to the high rate of wages demanded by the Goa stone-cutters and Masons, the distance of the Quarries and expense of carriage the latter has been found so insufficient, that I am about to refer the whole subject to that Officer for his opinion.

33. In the meanwhile the work must proceed, as to suspend operations at its present stage until an answer could be received to my reference would only be done at the risk of not completing its construction within the present working season, and leaving it a prey to the monsoon freshes.

34. The other items for monsoon repairs and gravelling portions of the new road explain themselves and need not detain me. Before quitting the subject of work on this portion of the great coast line, I may be permitted to express a hope that operations thus begun on the 2 more difficult midway stages may not be long suffered to remain in inactivity but be vigorously prosecuted in a northerly direction to Honore, and southerly through Kirmungeshwer to the Gungolly river.

35. For the northern stage a general line of country has already been marked out which will diminish distance considerably and admits of easy gradients over good soil with few obstacles and no streams of any magnitude. Any one who has found his way along the present sea beach track will readily confess how absolutely incapable of improvement and unsuitable to the present requirements of the country such a

road is, and how very important it is that it should be replaced by some more creditable means of communication.

36. Probably the 12 miles of new inland line constituting this stage might be opened out for rupees 400 per mile and the 2 southerly stages from Byndoor to the Gungolly river at a considerably cheaper rate as there are portions of the present road which are nearly as good as could be wished, and the other parts do not present any serious obstacles to improvement.

37. The stage between Honore and Coompta admits of much improvement, but is necessarily in abeyance until the canal project goes forward. One of the banks of which might probably be made to serve a double purpose. In the mean while the present road has been patched up and considerably improved.

38. Between Coompta and Taddri save the 2 miles of made road as one leaves the former place a coast line can scarcely be said to exist as the present track is a mere scramble among sand hills and paddy fields submerged during the rains. This portion of road work, is also in abeyance until the canal project is matured.

39. The next items of expenditure on the list are for repairs and tunnels constructed along the coast line within the Ankolah Talook and do not seem to call for remark. The whole of this piece of road between Tuddri and Ankolah is now in a greatly improved state. Probably the more popular line and that which will hereafter take the place of the present coast track North of Coompta will be portion of the Arbyle road with branch from Heeragooty to Ankolah and so north but the stage between these two places (viz. Heeragooty and Ankolah) remains yet to be constructed and is in fact one of the first works which in my opinion ought to be undertaken out of the Ferry funds.

40. The new Bungalow at Coompta is now far advanced and as that at Meerjan is almost in a state of ruin, and the Ankolah one a miserable lavel, the best and most economical partition of this Northern piece of coast road, would it strikes me, be affected by the location of a new 2nd class Travellers' Bungalow at or rather near Heeragooty where the 3 roads meet the appropriation of the commodious and pleasently situated buildings at Bellikery as a place of public accommodation, and the construction of a new first class Bungalow at Sedasheghur where one has been long a great want.

41. None of these stages would I believe be inconveniently long when the operations now in activity on the Hyder Ghaut have been brought to a termination, and the Cheudia Bungalow (if the name it deserve) might under this arrangement also be abandoned.

Coloor Ghâut.

42. Has its annual sanction of Rupees 500, and is now under the management of Mr. Fernandez of the Engineer's Department. The road between Wundasi and the foot of the pass wants bridges and tunnels sadly and was not when I rode along it before the monsoon at all in the order I should like to have seen it in.

43. The Ghaut itself was in very fair condition but the part of it traversing the Hunner Mogany to the frontier has fallen into great disrepair. A branch road from the foot of this pass to Cushah Byndoor has already been roughly estimated for at Rupees 7,549-1-6 and would be a great convenience to the trade and open out some fine fertile country.

44. I now come to that most important work the remodelment of the 17 miles of road between the foot of the Neilcoond Ghaut and Coomptah. The early history of this undertaking has been already noticed in former reports. Of the whole length there now only remain some 2½ miles to complete the cost heretofore averaging a very little more than Rupees 400 per mile. The expense has been greater than was at first calculated on, but there has been very heavy work on some portions of the road and all that has been done will I venture to anticipate, meet with the Civil Engineer's approval.

45. Revised plans and estimates have gone in for bridging this piece of road, and earnestly do I trust that nothing may come in the way to stop or delay the execution of whatever is further required to complete this most valuable and popular auxiliary branch of the great Deremuny line by rendering it practicable throughout for carts.

46. The traffic along it is enormous for besides the cattle which pass down the Neilcoond Ghaut it is largely fed from the Hossaghaut which though steep and difficult is in much favor with the Bellary and Mysore drivers, and also with our Balaghaut farmers for the transmission to the coast of their garden produce.

47. As a further facility to the very valuable and increasing trade I would suggest the early construction of a cross road from Santigul on

the main line to "Markalloo" the highest navigable point of the Tuddry river and some 3 miles higher up the stream than Kattigul. Such a branch would be a vast boon to that very rising place Kuttigul and tend much to the devolpment of Tuddry as a large shipping port. The distance is not considerable some 5½ or 6 miles I should say and the country favourable.

48. This would it seems to me be a most legitimate purpose to which to apply a portion of the Discretionary Fund.

49. The cross road from Santigul to Honore is also an important one both as a means of communication and developing the country. There are some small streams to provide for, along it, and several substantial embarkations and bridges have already been constructed by convict labour. It is one of those roads which claim our early attention and which I should much like to see improved.

50. The road from Coomptah to the proposed site of a new Customs House is almost finished it has been a costly piece of work and serves as yet no one useful purpose it being yet undecided whether to place the Customs House on the high hill overhanging the sea, or in the tope in which the causeway terminates.

51. The merchants are in favor of this latter site and I am inclined to side with them for although the other has many advantages, still it involves the necessity of a long pile supported wooden viaduct and other requirements to render it accessible, which would still further delay the execution of a work already too long in abeyance.

52. You are already in possession of my views with respect to the Tuddri warf and pier and I shall hope soon to have your answer intimating the Civil Engineer's approval of Mr. Muller's proposition.

53. The branch road from the Arbyle line to Ankola via Uddloor is still I am sorry to say in an incomplete state. What available money I had, I have expended on it together with a further sum of Rupees 500 advanced by Mr. Maltby in anticipation of an Extra Rupees 1,000 asked for in the budget for its completion. From first to last this has not been a prosperous undertaking, and the causes of failure have been frequently noticed by me and need not be repeated. The only course left with reference to it seems to be to have it re-inspected by the Superintendant Joan Machada, and a supplementary estimate made out for its completion and bridging throughout.

54. The last item but one in the Statement is the cost of constructing the Coomptah Light House now finished, and awaiting only the arrival from Madras of the crowning apparatus.

55. Some materials which had not place in the original estimate being found indispensable their cost was defrayed (I believe at the Civil Engineer's suggestion) out of the sum set apart for the construction of the approaches and the balance in hand on account of both is now* Rupees 368-6-2.

56. This report has grown to so great a length that I fear to prolong it by saying any thing on a subject I have much at heart, viz. the more systematic and liberal repair of some of the old Hillock Ghâuts which although unimprovable on scientific principles are yet deserving of larger outlay and more careful repairs than they at all now receive.

57. I shall trust however to finding an opportunity hereafter of returning to this subject.

58. I have not spoken of operations on the Payenghaut portion of the Arbyle line, as the bridges 6 in number have been long completed.

59. There is however as will be seen from the subjoined Statement a heavy bill due to the Forest Department for Teak-timber used in the construction of these bridges.

List of Timber used for the Arbyle Bridges.

2 Teakwood logs from those selected for the use of Bombay Dock-yard, 12 Candies, 1 Quarter, 1 Yard, 17 Tussor, at Rs. 20 per Candy...	246·	13	7·
85 Teakwood logs from those reserved for the Engineer's Department 184 Cs., 3 Ys., 5 T., at Rupees 14¼ per Candy.	2,670·	5·	9·
	2,917·	3·	4.
Deduct proceeds of remaining pieces...	361·	4·	0·
	2,555·	15·	4·
146 Junglewood Planks at Rupee 1 each	146	0·	0
	2,701·	15	4·
Deduct Balance of sanction for Bridges..	788·	15·	10·
Due to the Forest Department........	1,912·	15·	6·

60. To meet this there is only the small balance of Rs. 788-15-10 remaining over from the several sanctions, so that an adjustment of accounts between the 2 Departments becomes impracticable.

61. Explanation has already, I believe, been afforded more than once.

62. On my arrival in the District I found these bridges ordered for immediate construction and was given to understand that timber was standing ready girdled near the several sites.

63. Under this impression I consented to receive Artificer Hamilton to superintend the construction of the platforms and wood-work believing that he was competent to take the entire direction and control of this part of the undertaking. In this hope I was disappointed as Artificer Hamilton though perhaps a neat enough workman himself was found to be quite incapable of taking the place I supposed he would have filled, the trees moreover, (small teak) which had been girdled I found on personal examination to be unserviceable and far short of the dimensions required for the work.

64. In the fear therefore that the season might slip by, and 2 highly paid employes Mr. Muller and Artificer Hamilton be kept partially idle from want of the timber, I proposed and was permitted to make use of a portion of the more inferior of our teak stocks at Gungawully calculating that the wood so used would be charged in the accounts as "rejected" and not as "selected" or at Rupees 6-10-8 per candy instead of Rupees 14-8-0 as has been done.

65. This amount has been further augmented as you will observe by Artificer Hamilton's carelessness in cutting up 2 large logs of selected timber together with the inferior sized wood which he had permission to use. The grand mistake I committed at the outset was in supposing that the large beams and main supports of the bridges must be of teak instead of jungle wood as estimated for, but as there was no supply of this latter ready, the wood work of the bridges must have been delayed another season, but for the expedient resorted to.

66. There was besides at the commencement of operation a reasonable expectation that much larger saving on the sanctions might be effected than has since been found possible, for as the work proceeded several costly embanked approaches not provided for in the estimates became necessary, and other expenses of an unforeseen magnitude were incurred which have reduced the same to the amounts now represented on Mr. Muller's accounts.

I have, &c.
(Signed) J. D. ROBINSON,
Additional Sub Collector.

(True Copy.)
W. FISHER,
Collector.

No. 1.

Statement shewing the amounts of existing Grants expended during years 1854 and 55, on Roads in the Balaghaut and Payenghaut Divisions prepared according to the Circular Order of the Chief Engineer, dated 17th December, 1855.

No.	Names of Grants.	Sanction. Amount placed at disposal. Rs.	A.	P.	Sanction. Date.	Amount actually expended during years 1854-55. Rs.	A.	P.	Remarks.
1	Discretionary Fund of 20,000 Rupees.	11,000	0	0	Ex. Min. Con. 9th January 1855	8,778	7	6	
2	Emergent	1,330	0	0	Revenue Board Extract 28th June 1849	2,481	15	5	
3	Ferry Fund	6,700	0	0	Ex. Min. Con. 9th January 1855	5,844	7	8	
4	Cart Toll Fund	2,000	0	0	Ex. Min. Con. 14th June 1855	85	0	0	
5	Annual	732	0	0		1,076	4	1	

(Signed) J. D. ROBINSON,
Additional Sub Collector.

…onal Sub Collector's Cutcherry,
On Circuit Sircy,
5th March, 1856.

True Copy.
WM. FISHER, *Collector.*

Collector.

No.

Statement of Made Roads, in the 2

Made Roads.							
	Name and Class of Roads.	Extent. Breadth feet.	Length. M.	F.	Yds.	Quality.	Terminal Stations.
2d	Road from Amenhully to Coompta by Neilcoond..	...	...	...	...	Laterite Gravel,	Amenhully (point of deviation from Dharwar and Devomunny line) to Coomptah..
3d	Bunwassy Road..................	...	...	...	...	Ditto	From Sircy to Bunwassy...
3d	Bilghi Road....................	...	...	...	...	Partly laterite soil partly clay........	Siddapoor to Mullamany Ghaut.........
3d	Branch Road from Armutty (point of deviation from Arbyle line) to the Ankola Talook...	9 to 18	17	...	...	Partly over laterite partly rocky soil.	Armutty to Coas
3d	Coast Road from Gungally (Cundapoor) to Ankola.........	...	...	...	...	....	....

Additional Sub Collector's Cutcherry,
On Circuit Sircy,
5th March, 1856.

2,

Sub Divisions in the District of Canara.

Roads in Progress.											
Length completed				Amount expended up to close of 1855			Remaining incomplete.			Further extension proposed.
Breadth feet	M.	F.	Yds.	Rs.	A.	P.	M.	F.	Y.	
15 to 18	31	2	134	16,860	0	1	3	3	8	Bridges required throughout and the Ghaut to be widened to the full breadth. Of the roadwork not more than 1¼ mile now remains.
15	15	0	0	1,313	13	1	2	0	0	About ¼ of this road opened out to full breadth, requires several small bridges and numerous tunnels, and should be gradually improved.
9 to 18	5	1	100	1,413	7	3	3	6	20	Road work progressing, fed from old and largely frequented roads from various parts of Mysore, to be prolonged by 2 branches to the Mullamunny and Hoss-ghaut passes
.		...	...	9,953	9	8	0	0	0	Incomplete as a Cart road. Many small tunnels required.
15 to 18	78	0	0	9,329	8	0	0	0	0	To be taken up and gradually improved with reference to other public roads and as funds admit of. The 2 stages betwixt Byndoor and Mordeishwer already complete or very nearly so.

(Signed) J. D. ROBINSON,

Additional Sub Collector,

(A true Copy.)

W. FISHER,

Collector.

No. 3, Statement of Talook Roads to be kept up and gradually improved.

Talook.	Name of Road.	Extent. Miles.	F.	Y.	Quality.	Remarks.
Sondah...	Heroor Road..................	13	2	135	Laterite gravel...	Very useful cross road, connecting a part of the country rich in garden produce with the Neilkoond line to be extended south and south west hereafter.
Do.	Sumpkund Road.................	2	0	0	Do.	Small bridle-path from new Bungalow to Neilkoond line.
Do.	Hoolacul Road..................	6	6	113	Do	A mere village tract at present, but a very desirable work giving access to a rich and already well developed country. To be extended hereafter towards the old Mooshki Ghaut and Sonda.
Do.	Road from Beedrally to Neilkoond by Kansoor.........	19	0	0	Soils various......	A general reconnoisance made. A work of the utmost utility, much required for development of the intermediate country. A direct rout from Bimoossy to Neilkoond Ghaut, and useful auxiliary to Devimany line.
Soopah...	Ganeshcutta Road..............	3	3	208	Do.	Very useful little cross road.
Do.	Road from Tuttihulla to Sidlagoondy....................	5	7	134	Black soil.........	Do. Do.
Honore...	Honore to Katagal..............	18	0	0	Laterite gravel...	Useful Talook road opened up a few years back, in fair order connecting important towns and developing some fine intermediate country.

(Signed) J. D. ROBINSON,
Additional Sub Collector.

Sub Collector's Cutcherry,
On Circuit Sirey, 5th
March, 1856.

(True Copy.)
WM. FISHER, *Collector.*

From J. D. Robinson, Esq., Sub Collector of Canara, to W. Fisher, Esq., Collector of Canara, dated 27th June, 1856.

SIR,

As requested in your letter of the 20th Instant, I have the honor to forward a Statement exhibiting the several works in progress between the 1st January and 30th April in the two Divisions under my charge, and expenditure incurred in their execution.

2. I have already enumerated what I consider to be the most urgent requirements of this part of the province in the Public Work Department when reporting generally on the operations for the past year, and shall therefore confine my observations to such points as the present Statement seems to suggest.

3. The first item on the list is for the repair of some of the worst portions of the Hossunguddy Ghaut leading down from the Mysore country to the river and port of Gungolly.

4. Of the sum expended on this road, Rupees 100 are from the amount annually sanctioned on Talook estimate for patching up and improving the several minor bullock passes leading from the high country to the sea board, and Rupees 50 is a further sum subscribed by private individuals interested in the trade along that road.

5. This Ghaut is manifestly from its position, one of the most useful of our old mountain passes, and might if more systematically repaired and on more liberal estimates than are now prepared for such communications, be vastly improved and facilitated.

6. The next 3 items are for the construction of the new bridge at Bhutcul and the approaches thereto, North and South of the town on the great coast line and should be viewed in connection with the operations along this same road executed last year, and already commented on in my last Public Work Report.

7. The new bridge has been completed with the exception of the plastering of the parapet walls at a coast of Rs.* 2,150-14-3.

	Rs.	A.	P.
* Estimate	1,380	10	4

At an early stage in the operations, I wrote to the then Civil Engineer Mr. Walker demi-officially informing him that the rates allowed in his estimate were quite inadequate, that several indispensable portions of the work had been wholly omitted and that the total cost of construction would probably greatly exceed the prescribed sum a surmise which now turns out to be quite correct.

8. The causes of this increased expenditure have already been noticed in the 33rd para of my former report to elucidate which I now beg to append a Statement showing the actual rates on the spot as compared with those entered in the Civil Engineer's estimate, together with the additional items of work found necessary and which have no place therein.

9. Mr. Walker gave me no definite answer on the subject, but agreed with me in thinking that operations must go forward under every circumstance, and that account should be made on the completion of the bridge of such extra work as had been found necessary and explanation afforded regarding the causes which had contributed to enhance the estimate rates.

10. The accounts have been narrowly scrutinised, and so far as I am a judge the work seems substantially executed and has stood well the recent heavy freshes. At this particular time when owing to the prevalent epidemic, the labour market has been and still is unusually ill-supplied and when workmen of all sorts know and turn to account the recent orders forbidding all covered service, an increased expenditure was most naturally to be expected.

11. It will be satisfactory to me however when the Civil Engineer can inspect this work and pronounce on the cost and style of execution.

12. Items 5 and 6 call for no remark, and the next on the list is the cost of prosecuting operations on the road leading from the foot of the Neelcoond Ghaut to the port of Coompta. This road with the

exception of some 5 furlongs (where there is no impediment of consequence) is now complete throughout its whole length of 17 miles, and only awaits the construction of the needful bridges.

13. The total cost up to 30th April has been Rupees 7,221-10-5.

14. I have already expressed myself strongly as to the desirableness of widening the Ghaut, bridging throughout, and so rendering available for cart traffic this very popular and useful branch line. Plans and estimates providing for all the streams along it, with the exception of the large river, have already been sent in, nor should this solitary omission longer remain unsupplied, as without a bridge over the Tuddri at this point the great obstacle to wheeled traffic would here, as on the Arbyle line remain unsurmounted.

15. Besides being most useful as an auxiliary of the Devimunny line, the Neelcoond branch road has an active traffic of its own, and being fed largely from the Hossghat, is both directly and indirectly the channel by which nearly the whole of the Balaghaut garden produce and much of the Mysore trade, find their way to a sea port. I have already noticed in the 48 and 49 paras of my former report a favorite scheme of connecting this road with the head of the Tuddri navigation by a cross road from Santagul to Kutgal, or a point a few miles higher up the river.

16. The two next items need not detain me, as the road to which they relate has had ample notice in my former report.

17. Item No. 11 is a small landing place constructed near the Manky-ferry for the accommodation of the general river trade, at which goods may be discharged free of toll.

18. I now come to the Kutgul improvement works, which are still in abeyance from want of a plan and estimate drawn up on scientific principles.

19. A parcel of ground measuring 4¼ acres has as you are aware, been purchased at a cost of Rupees 767, and some little further expense incurred in clearing it of sheds and enclosures; stone also has been

brought to the spot and there would be no obstacle, I believe, to operations commencing immediately after the monsoon.

20. These works will consist of a new approach (the present one being insufficient and objectionable on every accounts), a Quay and landing wharves, and would cost according to a rough estimate I have had made out from Rupees 6,000 to 7,000.

21. The sum of Rupees 2,000 the part of proceeds of the two Balaghaut Toll-bars, has been set a part for their construction, but as the work can scarcely be said to have commenced, this arrangement might be considered objectionable under the rules recently promulgated for the management of local funds. In every case the work is one which as I read the new rules, must be 'carried out by the Engineer Department, and I should therefore be glad to b favored with your early instructions in regard to future operations. Probably as the Coompta canal works are not now to go forward, Mr. Searle might be able to make a plan and estimate, and supervise the execution of the work here and at Tuddri without inconvenience to his other duties.

22. You recently asked me whether I should be ready to make over charge of the Public Works under my control to the Engineer Department, a requisition being made to that effect, and believe I can say I should be quite prepared for such a transfer whenever determined on.

23. I have already written bringing the claims of the several servants employed under me on the Public Works, to the notice of the Civil Engineer, and should suppose that with the additional work thrown in the Executive Department in carrying out operations, to be defrayed out of the Discretionary and Local Funds, the services of my Superintendent and Marahmut Maistry could be turned to most profitable account.

24. The works which I should recommend for earliest execution out of the Discretionary and Local Funds, are the prosecution of the coast line improvements South of Honore, which is without a decent approach from that or in-fact any other side. The Kutgal and Tuddri.

quay, and landing wharves, and the continuation of the more inland coast line from the point where it would leave the Arbyle road beyond Heeragooty to the foot of the Hydergher Ghat, and thence to the South bank of the Kale Kuddi.

25. In the Balaghaut Division the only road work which has been going forward under my Superintendence is that between Siddapore and Bilghi, which is still partially incomplete owing to the great prevalance of fever of a most serious type in that neighbourhood. This work however, both as regards its present and future developments has been already so fully discussed by me in the 17 and 18 paras of my former report, that I need not recur to the subject. Its continuance in a North Westerly and South Westerly direction to the heads of the Hossaghaut and Guersappa Pass, would leave to our local trade and to that of the neighbouring parts of the Mysore country, little more to desire in the way of facility and access to the coast and influence the development of our resources to an extent that can scarcely be over estimated.

I have, &c.,
(Signed) J. D. ROBINSON,
Sub Collector.

(True Copy.)
WM. FISHER,
Collector.

Statement showing the amount expended on Roads and communications

Talooks.	Names of Works	Twenty thousand Rupees Fund: Balance of sanction for 1855. Rs.	A	P	Sanction for 1856. Rs.	A	P
Cundapoor	1 Repairing Road from Soudah to Hossangady . .	0	0	0	0	0	0
Honore	2 Bridge at Bhutcul	0	0	0	642	6	0
	3 Repairing Kuttumucky Road	0	0	0	258	6	9
	4 Road from Bhutcul to Nunjecoly	0	0	0	63	5	2
	5 Streets of Honore Town	3	15	6	0	0	0
	6 Bridge at Wundoor ..	0	9	0	0	0	0
	7 Road from Jelluncode to Coomptah	35	7	0	1,514	11	0
	8 Road from Coomptah Town to the site of new S. C. House	0	0	0	0	0	0
	9 Edging the said Road with stones	0	0	0	0	0	0
	10 Ducka before the old S. C. House at Coomptah	0	0	0	0	0	0
	11 Ducka at the South bank of the Munky River .	0	0	0	0	0	0
	12 Coomptah Town Roads ..	0	0	0	0	0	0
Ankolah	13 Kuttigul Ducka .	0	0	0	0	0	0
	Total ...	39	15	6	2,478	12	11
	Salary of the Marahmut Establishment	0	0	0	300	0	0
	Grand Total . . .	39	15	6	2,778	12	11
	Balaghat Division.						
Bilghi	1 Road from Bilghi to Siddapoor .	0	0	0	407	15	8

Additional Sub Collector's Cutcherry, Sircee, 27th June, 1856.

in the two Sub Divisions from 1st. January to 30th April, 1856.

Toll Fund 1855.			Emergent Sanction.			Annual Sanction.			Total.			Work Executed.			Work to be Executed.		
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	M.	F.	F.	M.	F.	F.
0	0	0	60	13	4	0	0	0	60	13	4	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	642	6	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	258	6	9	1	0	80	0	0	0
0	0	0	0	0	0	0	0	0	63	5	2	0	0	200	0	0	0
0	0	0	0	0	0	0	0	0	3	15	6	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1,550	2	0	3	1	202	0	0	0
0	0	0	157	9	8	0	0	0	157	9	8	0	0	0	0	0	0
0	0	0	134	8	0	0	0	0	134	8	0	0	0	0	0	0	0
14	15	2	0	0	0	0	0	0	14	15	2	0	0	0	0	0	0
0	0	0	128	9	1	0	0	0	128	9	1	0	0	0	0	0	0
0	0	0	0	0	0	19	10	0	19	10	0	0	0	0	0	0	0
823	10	0	0	0	0	0	0	0	823	10	0	0	0	0	0	0	0
838	9	2	481	8	1	19	10	0	3,858	7	8	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	300	0	0	0	0	0	0	0	0
838	9	2	481	8	1	19	10	0	4,158	7	8	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	407	15	8	1	3	60	0	0	0

(Signed) J. D. ROBINSON,
Sub Collector.

(True Copy.)

WM. FISHER,
Collector.

Statement shewing the actual rates on the spot as compared with those entered in the Estimate for the Butcal Bridge.

Name of Work, &c.	Rates allowed in the Estimate.			Work executed and to be executed.			Difference. Increase.			Difference. Decrease.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Stone	263	6	8	353	7	1	90	0	5	0	0	0
Carriage of ditto	204	3	4	333	5	6	129	2	2	0	0	0
Trimming and Building ditto	364	5	8	583	11	0	219	5	4	0	0	0
Chunam	175	9	10	177	8	0	1	14	2	0	0	0
Carriage of ditto	8	3	0	27	12	6	19	9	6	0	0	0
Sand	44	2	5	21	5	4	0	0	0	22	13	1
Jaggery	28	14	9	19	8	8	0	0	0	9	6	1
Pounding Chunam	43	6	8	67	8	0	24	1	4	0	0	0
Coolies	88	14	1	129	2	4	40	4	3	0	0	0
Filling in earth	93	12	0	180	10	0	86	14	0	0	0	0
Contingent Charges	65	11	11	111	14	8	46	2	9	0	0	0
Total	1,380	10	4	2,005	13	1	657	5	11	32	3	2
WORK NOT ENTERED IN THE ESTIMATE.												
Centering	0	0	0	164	5	0	164	5	0	0	0	0
Expenses for clearing smoothing and giving passage to water	0	0	0	175	13	0	175	13	0	0	0	0
Plastering	0	0	0	156	4	0	156	4	0	0	0	0
Galenuts	0	0	0	2	5	2	2	5	2	0	0	0
Terra Japonica	0	0	0	7	2	0	7	2	0	0	0	0
Total	0	0	0	505	13	2	505	13	2	0	0	0
Grand Total	1,380	10	4	2,511	10	3	1,163	3	1	32	3	2
Net Increase							1,130	15	11			

(Signed) J. D. ROBINSON,
Sub Collector.

Sub Collector's Cutcherry, Sircar, 27th June, 1856.

(True Copy.)

WM. FISHER,
Collector.

From T. Clarke, Esq., Collector of Malabar, to Colonel C. E. Faber, Chief Engineer, dated 25th April 1856, No. 1167.

SIR,

1. I have the honor to forward my report on the roads in my district for last year, commencing from the Southern extremity of my district.

2. Mr. Collett, the Sub Collector differs with Mr. Knox his predecessor, as to the goodness of Trunk Road, No. 5. The former does not regard it, (Walliar to Ponany) "as more than an ordinary, slow, "traffic road, faulty and incomplete in construction, and consequently "very inadequately maintained, as the funds that would be only suffi-"cient for legitimate repairs have for years been really chiefly expended "in creating a road." Mr. Collett states also, "having now driven "over a great part of it I should say that two horses would find it a "very difficult experiment with a four wheeled carriage, as I have "discovered it is, in many parts not an easy one with two horses and "only two wheels."

3. The road from Walliar to Palghat has not yet been metalled, and continues in a rough and rugged state. The Sub Collector purposes to devote a large share of the allowance for the coming year to metalling these 15 miles.

4. During last wet season, the first 11 miles of new road from Palghat westward proved an entire failure; the whole is being done over again; but not out of the annual allowance. From this point to Ponany there are numerous very steep slopes, for which, and for widening some tunnels a special estimate was submitted. This would allow of the removal of some great defects in the line, but parts of the road will still remain unmetalled. The bridge at Vottapolliam is being constructed under a separate estimate. The estimate which has been submitted, and, to which I alluded in my last report regarding Tirtulla bridge is yet under consideration of Government. With reference to its amount, 62,000 Rupees, the Sub Collector submits it as his humble

opinion "that the traffic will not, and especially so, after the opening "of the Railroad, be found deserving of so large an expenditure," and adds, "a good timber bridge would, I think, be sufficient."

5. The cross roads in the Palghat and Temalapuram Talooks are very numerous and more or less important. The Trichoor road will be improved under an estimate sanctioned, and estimates have been prepared for others. The present condition of all these roads is extremely bad. Some estimates for improving the cross road in the Nedinganad Talook were in course of preparation by the Sub Collector when called to Calicut by the murder of my predecessor. One is being improved and all the others require the same greatly. They are mostly unfit for carts. The Cootnad Talook has only recently been added to the sub-division. In Chowghat the roads consist of heavy sand. The Sub Collector has not yet personally inspected the canal there.

6. The road from Tanoor to Poodiangaddy is in fair order, so also is the road from Tanoor and Pooraparamba. The bridge at this place is in progress. A waggany bar is in contemplation for the Beypoor river and an estimate of 57,000 Rupees has been submitted for this work. The canal from Tanore to Cootye has been deepened and straightened under an estimate of 5,020-9-0. The Cootye sluice and lock has been built. The work of the Calicut canal under the Ferry fund proceeds well. The Salt Golah, wanting repairs, an estimate for this purpose has been submitted. The work of the Jail Hospital has been well executed under the orders of the Sub Judge at Calicut.

7. The road from Tellicherry to Cannanore as well as the drains and bridges thereon are in good order. The hand rails of the Moethalakandy bridge on the South of Edakaat bazar require to be replaced as they are in a feeble state, and this shall be attended to shortly. The road from Cananore to Belliapatam is in good order. The road over the Periah Ghaut is in pretty good condition just now. It is repaired by annual sanction. The work on the new line of road from Tellicherry to Coottiporum is in rapid progress. It is hoped that it will be finished

before the commencement of the monsoon The annual work of deepening Sultan Todoo Canal is in course of progress. The bridges and drains on the road from Tellicherry to Manantoddy having sustained injury, are under repairs, though the road itself is in good condition.

I have, &c.,

T. CLARK,

Collector.

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
GANJAM.				
Annual repair of the road between Berhampore and Gopalpore..........	28th Jan. 1853.	5,302	5,302	
From Chicacole to Calingapatam........	8th April 1853..	10,947	11,230	Completed.
Russelcondah to Koinjore by Chalee and Tentelghur..........................	15th Dec. 1853.	28,700	18,000	
Berhampore to Russelcondah...........	19th Dec. 1853.	1,42,[illegible]16	1,16,103	
For the construction of bridges, &c., on the road from Itchapore Dundoo Gedda to the Bengal frontier.	3d Nov. 1853...	39,567	39,567	
No. 6, Trunk road from Bimlipatam to Itchapore..............................	10th April 1854	90,973	40,000	
From the Town of Palcondah in Vizagapatam District to the village of Gaurah in Ganjam with a branch connecting Palcondah with the Port of Calingapatam from Chintada to Chicacole....................	15th Aug. 1854.	41,452	25,036	
From Purlakimedy to the Port of Poondy..	15th Aug. 1854.	20,675	14,016	
To be borne by the Purlakimedy Estate from do. to do............	By Commissioner N.C. 4th April 1854.........	23,353		
From Purlakimedy to Madapam........	15th Aug. 1854.	25,259	38,443	
To be borne by the Purlakimedy Estate on account of do. to Calingapatam................................	By Commissioner N.C. 4th April 1854.........	26,153		
For the completion of the portion of the Trunk road, No. 6, between Itchapoor and Hoomma..	12th July 1855.	12,169	12,169	
For repairing the 40 miles of road between Chicacole and Suntoshapoorum for 1 year..	23rd July 1855.	2,000	1,774	
Repairs to the High Northern Trunk road to the Bengal frontier.........	3rd Nov. 1853.	3,600	3,600	
	7th Feb. 1854..	29,285	39,334	
Chicacole Bridge..	5th April 1855..	10,049		
Discretionary Allowance................	3rd Nov. 1853..	1,500	1,403	
VIZAGAPATAM.				
Constructing three bridges on the new road leading from Vizagapatam to Vamalavalsah..............	29th April 1854	8,566	7,871	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
VIZAGAPATAM.—*(continued.)*				
Road from Tantipurty to Jeypoor... } Road from Parvatipore to do........ }	13th Dec. 1853.	10,000	7,149	Work stopped as the passes have not been surveyed
Six special roads for affording employment to the people during the scarcity including the Superintendence for one year.				
1 Branch road from Nursipatam to join the Trunk road at Thellapollem.	....	......	15,996	Completed.
2 Do. do. from Nursipatam towards Wooroottah..................	....	......	8,089	Do
3 Do. do. from do. to Golcondah.	.. ..	......	1,818	Do.
4 Do. do. from the Ferry towards Punchdootah to join the Trunk road midway between Vellamunchilly and Nuckapilly........	27th Jan. 1854.	82,025	12,282	Do.
5 Do. do. from Tantipurty to Ankapilly..........................	....	......	11,216	Do.
6 Do. do. from Parvatipore to Bobily Territory and from do to Palcondah and from Palcondah to Chepooroopilly........................	....	......	24,551	
Masonry works on the above lines.........	24th Feb. 1855	41,478	20,333	
Repair to the Northern Trunk road, No. 6, from Coonee to Soobarum....	5th Feb. 1855..	11,570	6,785	
Bridge over the Coonee river...........	28th Jan. 1853.	10,567	7,567	
Trunk road, No. 6, from Soobarum to Chittivalsah..........................	10th April 1854	15,710	11,111	
Bridge on the approach to Chittivalsah large bridge........................	28th Nov. 1854.	5,165	......	Not commenced
RAJAHMUNDRY. No Statement received from this District.				
MASULIPATAM. No Statement received from this District.				
GUNTOOR.				
Constructing a Platform Bridge over the Aramunda Calingulah...............	10th March 1851	720	53	
Do. do. over the Commamoor Channel near Chinna Lingoyapalem.	Do.	211	319	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
GUNTOOR.—(continued.)				
Improving the District road from Guntoor to the village of Munchalla (distance 11 miles) leading to Nizampatam and Baupettah.....	8th Feb. 1851	8,622	6,305	
Constructing 5 Tunnels and 1 inverted arch	6th April 1851. 2d March 1855.	6,074	3,426	
Constructing Tunnels on the road leading from Guntoor to Cumbum, &c....	19th April 1853. 3d Jan. 1855.	0 1,401	0 1,017	
NELLORE. No Statement received from this District.				
CUDDAPAH. No Statement received from this District				
BELLARY.				
Road from Bellary to Herahal.	12th May 1851. 20th Dec 1851. 6th Dec. 1853...	25,513	25,100	
Connecting road on the Bellary tank bund with the Herahal and Cantonment roads.............	4th Jan. 1851 .	139	123	
Constructing 2 Bridges on the Herahal road	......	802	803	
Do. road across the Paddy fields of Coonchoor	... ..	47	47	
Road from Bellary to Humpsagur...	28th Oct. 1851.. 17th Feb. 1852. 18th February 1853 and 8th June 1853..	51,003	52,828	
Do. do. Maintenance allowance...	......	450	450	
Constructing (Minor) Bridges and Drains on 289 miles of road..........	26th Jan. 1855..	1,07,520	72,365	
For the maintenance of do. do. in 1855.	10th Feb. 1855.	28,900	28,287	
Do. do. do. in 1856.	Do.	28,900	20,311	
Constructing Bridges on the Dharwar road..	24th Feb. 1855.	39,924	18,028	
Roads connected with Ramendroog....	......	13,986	11,947	
Do. do.	27th June 1854.	7,590	7,570	
Trunk road, No. 12, from Bellary to Coodair.......	6th May 1854..	57,050	15,251	
For the maintenance of do. do. ...	......	975	599	
Constructing Bridge to Pennar river at Woodarpedroog	9th Dec. 1851..	35,280	1,316	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
Bellary.—(*continued.*)				
Road from Bellary to Darogee..........	13th Dec. 1853.	12,725	12,715	
Repairing Bellagul Ghaut between Bellary and Ramendroog, Maintenance allowance....................	......	50	0	
Herahal road do.	......	1,500	8,065 (for Herahal, Humpsaugur and Ramendroog roads)	
Humpsaugur road do.	......	6,500		
Ramendroog road do.	......	2,000		
Ramendroog road (from discretionary allowance)................................	......	0	1,123	
Herakal road do.	......	0	128	
Goodecottah road do.	......	0	60	
Constructing drains on the main roads at Bellary (from discretionary allowance).......................	......	0	200	
Caleandroog road, &c. do.	......	0	429	
Hossoor road do.	......	0	100	
Roads from Vaparullah, Raidroog and Cumbadoor from do.	......	5,500	4,705	
Do. from Bellary, Darogee and Cumply..................................	......	2,000	1,772	
Kurnool.				
Hindree Bridge..............................	1st June 1855...	30,744	9,509	
Coondan Bridge..............................	24th Feb. 1855.	13,263	1,052	
Yeldonty Bridge..............................	Do.	2,488	1,217	
Kurnool and Bellary road as far as Codsmoor and minor Bridges.........	......	0	3,621	
Do. to Nundy Canama do.	26th Jan. 1855.	1,07,160 (for both)	33,339	
Do. to Ghooty do.			17,083	
Improving Cuddapah road in the limits of Chagulmurry.................	......	665	26	
Do. Vadaw and road.....	......	185	5	
Repairing Coilcontla road in the limits of Conalla......................	......	114	76	
Constructing a Bridge of 2 Arches across the Wootla......................	......	2,170	0	
Wangoo nullah on the high road from Ghooty to Kurnool......................	......	582	582	
Repairs.				
Kurnool and Bellary road as far as Coosmoor............................	......	12,000 (for all three)	1,530	
Do. to Nundy Canama road......			1,752	
Do. to Ghooty do.			3,579	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work perform-ed.	Remarks.
1	2	3	4	5
		Rs.	Rs.	
KURNOOL.—(*continued.*)				
Emergent Repairs.				
Repairs of roads and Ghauts............	......	103	103	
Do. of Bridges........................	......	670	470	
Do. out of the discretionary allowance on roads............................	......	400	292	
CHINGLEPUT.				
Road from Chunambut to Tindevanum..	16th June 1853	1,795	30	
Do. do. do. ...	Emergent........	0	248	
Do. from Tirvelloor to Kistnaporum.............................. ...	12th April 1854.	3,952	1,167	
Do. do. Civil Engineer's letter of..	13th Aug. 1855 Board letter..	1,884	1,884	
Pioneers road.....	1st June 1854..	1,352	103	
Chingleput road..........	25th Nov. 1851.	250	94	
Southern coast road in the limits of Paupau's Choultry........................	22d Feb. 1855..	1,287	902	
Cross road from Wallajahbad leading to Southern Trunk road via Eroombaloor..................................	......	Discretionary.	30	
Old Arcot road..............................	......		33	
Road from Madras to Cuddapah in the limits of Tauker's Choultry......	......		464	
Cuddapah road in the limits of Trivelloor..	......		135	
Southern Coast road.........................	......		365	
Road leading from Pulicat to Toongamoottum Colum..............	......		39	
Do. from Teroovatteyoor to Ennore.	17th May 1855	3,961	0	
Do. from Corattoor to Trivellore...	14th Dec. 1854.	14,412	0	
Do. from Saint Thomas' Mount to Poonamallee..................................	6th June 1854.	16,485	0	
NORTH ARCOT.				
Road from Chittoor to Suntapettah....	19th Dec. 1854.	731	720	Completed.
Do. from Vellore to Pennatoor......	5th July 1855.	8,400	8,400	Do.
Improving Trunk, road No. 11, between Damulcheroo and Kulloor.....	3d Feb. 1852...	11,881	11,722	
Road from Pootulput to Kurcumbaudy..	21st Sept. 1852.	12,822	11,091	
Cuddapah road by Nagery..............	14th Aug. 1852.	6,000	5,806	
Conneyembaudy pass........................	10th July 1851.	1,167	607	
Road from Nagery to Pootoor..	27th Feb. 1854.	6,142	1,700	
Road from Chittoor to Pootulput.......	21st Oct. 1853.	3,057	510	
Road from Pootulput to Damulcherro.	9th Jan. 1854.	31,055	22,362	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
NORTH ARCOT.—(*continued.*)				
Road between Chittoor and Pootulput.	16th Oct. 1854.	9,560	1,171	
Tracing road from Gooriattum to Cuddapanuttum	29th May 1854.	2,400	746	
Constructing Palaur Bridge at Vellore.	10th Feb. 1855.	72,673	25,025	
Road from Pengaragoontah tank bund to Gooriattum	22d Oct. 1854	2,378	2,222	
Opening Synagoontah Ghaut	30th Mar. 1855.	2,050	1,332	
Alancoopum Bridge	3d May 1855...	553	553	
Agarum River Bridge	6th June 1855...	12,142	5,000	
Road from Palmanair to Vencatagherry Cottah	10th Feb. 1855.	32,053	4,636	
Road from Vellore to Arnee	10th Feb. 1855.	27,260	8,338	
Do. from Wallajahnugger to Sholinghur	15th Jan. 1855.	5,492	4,922	
Do. from Pootulput to Kurcumbady.	19th April 1855	3,900	2,482	
Do. from Wallajahnugger to Amicul.	5th Feb. 1856.	3,960	3,857	
SOUTH ARCOT.				
Repairing the road from Tindevanum through Killeyanore to Pondicherry discretionary	Boards proceedings 12th Mar. 1855	1,500	1,500	
Do. do. from Virdachellum to Carapeppencoorchy discretionary	Do.	1,000	1,000	
Forming the road marked out from Puttumbakum to a point on Trunk road No. 9, two miles north of Punrooty discretionary	Boards proceedings 12th Mar. 1855	1,000	1,000	
Improving and opening a road from Cullacoorchy to join the new high road on the Salem frontier do.	Do.	1,000	638	
Branch roads from Munnargoody and Chellumbrum do.	Do.	1,000	967	
Repairing the road, &c. from Munjacoopum to Trivady from Ellavanasore to Kullacoorchy and the branch roads leading from Tindevanum, also for cutting side channels and purchasing tools, &c. from discretionary allowance	......	1,500	1,499	
Repairing road from Cuddalore to Pondicherry, discretionary allowance	17th Nov. 1846	300	300	
Road from Tindevanum to the Government salt pans near Mercanum	8th Nov. 1854.	2,500	2,261	

Sanctioned works.	Date of Sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
SOUTH ARCOT.—(continued.)				
Road from Thyar to Tindevanum......	8th Nov. 1857...	2,000	1,960	
Do. from Tindevanum to Pondicherry via Mylum..................	Do.	5,500	5,500	
Do. from Veeranum tank to Chellumbrum..............................	6th Feb. 1854.	810	795	
For a tunnel on road No. 1...............	Do.	142	132	
Repairing the road from Vellaur to Coleroon..............................	3d May 1855.	2,284	2,380	
Do. do. from Chellumbrum to Munnargoody in the limits of Chellumbrum........................	Do.	1,689	1,683	
Road from Chellumbrum to the salt pans at Killay and Tillavadungum, &c.........................	19th Dec. 1854	4,380	3,928	
Opening out the road between Yailore on the Coleroon to the bank of the Vuddavaur near Chettythangul..	Do.	3,346	1,432	
Embankments, &c. in the Mylum road limits of Vannoor	Emergent.	939	939	
Road from Cuddalore to Goondalum and Coodeeaudoo salt pans...........	15th Dec. 1854	582	582	
TANJORE.				
Repairing and tunnelling the road from Combaconum towards Madras	30th Jan. 1851. 16th June 1853.	4,417	812	
Sibbundy for Sundry works...	18th Mar. 1853	85	85	
Constructing a bridge of 5 arches across the Palavaur on the road Pundanellore to Vydeeswaren Covil....................................	5th May 1853.	6,660	152	
Repairing part of the road from Combaconum to Tranquebar and constructing Tunnels	23d May 1853.	4,225	785	
Repairing the road from Combaconum to Munnargoody.................	Do.	3,600	2,407	
Repairing the road from Combaconum to Tranquebar......................	Do.	1,700	248	
Do. from do. to Trevalore.....	Do.	1,820	785	
Do. from do to Tanjore......	Do.	675	121	
Do. from Sheally to Tranquebar...	Do.	937	283	
Do. from Myavoram to do. ...	Do.	600	27	
Sibbundy for do.	Do.	600	0	
Constructing a Bridge of 3 arches across the Codichoottiaron the road from Negapatam to Vadarunniem .	23d Aug. 1853.	5,281	232	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work perform-ed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
TANJORE.—(continued.)				
Constructing a Bridge of 3 arches across the Moolliar on the road from Moottoopettah to Vadarunniem	......	2,816	0	
Munnargoody to Adarampatam and constructing tunnels, &c	30th Aug. 1853.	6,625	132	
Forming the road between Tanjore and Munnargoody and constructing tunnels	27th Jany. and 27th Nov. 1854	4,700	3,453	
Do. between Tanjore and Puttoocottah and constructing tunnels....	Do.	4,254	3,821	
Constructing a Bridge of 3 arches across the Vabar	1st Feb. 1854.	2,930	0	
Do. do. across the Cauttaua........	Do.	3,365	0	
Do. do. across the Paundayiar....	Do.	4,494	150	
Do. do. across the Velliaur........	Do.	4,395	130	
Do. a Bridge of 1 arch across the Chendranady	Do.	1,660	0	
Do. a Bridge of 3 arches across the Harichendranady	Do.	3,102	0	
Do. do. across the Aduppaur.....	Do.	4,304	68	
Do. a Bridge over the Navigable surplus channel near Negapatam on the road from Negapatam to Kodicary	26th June 1854.	3,243	3,233	
Forming the road from Koattoor to Shengondy on the Tritrapoondy, Moottoopettah road and constructing tunnels	Do.	4,873	3,837	
Constructing a Bridge across the Cullovaury on the road from Tanjore to Poodoocottah	Do.	1,974	1,716	
Do. a Bridge across the Audakenchettyvary on do.	Do.	1,128	624	
Forming the road between the lower Coleroon annicut and the Town of Coettalum and constructing tunnels	25th Aug. 1854.	4,731	3,876	
Do. from Tritrapoondy to Kullimode along the Adappaur south bank and constructing tunnels.....	Do.	5,546	5,013	
Forming the road from Congalanjairy to Nagore along the Vettaur bank and constructing tunnels and bridges	14th Dec. 1854.	12,852	11,170	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
TANJORE.—(*continued.*)				
Improving the road from Tritrapoondy to Trivalore and constructing tunnels	14th Dec. 1854.	14,000	11,721	
Constructing three bridges on the road between Coottalum and the lower Coleroon Annicut	Do.	11,192	6,677	
Altering the bridge across the Tootoovaikal on the road from Mootoopettah to Vadarunniem	19th Dec. 1854.	1,277	......	
Do. 4 bridges across the Moolliar on the do. from Munnargoody to Vadarunniem	Do.	2,723	......	
Forming the road from Ammapettah to Papanassem and constructing bridges and tunnels	10th Feb. 1855.	42,165	22,341	
Rebuilding of the Peringary bridge over Veerasolaganaur from Myaveram to Teroovalore	26th Feb. 1855.	2,548	......	
Metalling the road and constructing tunnels on the road from Tanjore to Poodoocottah	2d June 1855.	4,407	......	
Bridge across the Adappaur on the road from Negapatam to Point Calmore	12th July 1855.	11,507	......	
Bridge across the Coleroon at Annakaren on the road from Negapatam to Cuddalore and Madras, Estimate 1,30,000 92,000. Deduct from Pagoda Funds...	10th July 1855	38,000	......	
Forming 3 roads between the Nadoorassol salt pans and constructing a bridge and tunnels	13th July 1855.	7,727	......	
Pagoda Funds.				
Bridge across the Paumanyar on the road from Mootoopettah to Adharampatam	29th Sept. 1851.	7,583	59	
Do. across the Coleroon at Annakaren Chuttrum on the road from Negapatam to Cuddalore and Madras, Estimate 1,30,000	5th Sept. 1854.	92,000	52,961	
Discretionary outlay on repairs of roads	23d May 1853.		20,000	
TRICHINOPOLY.				
Repairing road from Trichinopoly to Tanjore viâ Toowagoody	26th Aug. 1853	2,186	2,168	Completed.

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work perform-ed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
TRICHINOPOLY.—(continued.)				
Gravelling road from Trichinopoly to Tanjore viâ Toowagoody	12th Feb. 1855.	3,041	2,938	Complet-ed.
Constructing tunnel	24th Feb. 1855.	1,166	1,128	Do.
Road from Trichinopoly to Comba-conum	18th Nov. 1854.	811	811	Do.
Do. to Arcalore	23d Mar. 1854. 18th Nov. 1854.	4,993 399	4,990 399	Do.
Do. to Madura	29th Jan. 1854.	1,400	1,389	Do.
Do. to Dindigul	14th Dec. 1854.	15,177	6,009	
Do. to Poodoocottah	23d Mar. 1854	2,151	2,151	Do.
Do. to Coimbatore	18th Nov. 1854. 19th Feb. 1855	1,480 2,881	1,419 2,501	Do.
Constructing Iyaur bridge	3d Feb. 1852 & 10th June 1853	10,691	10,691	Do.
Repairing road from Coleroon bridge to Iyaur	18th Nov. 1854	815	815	Do.
Do. north to Arrakistnavary from Road Funds	4th Dec. 1854.	2,707	2,516	Do.
Road to Dindigul via Poodoopolliem	16th Feb. 1854	6,400	6,328	Do.
Do. to Trimulvady via Poolumbody	23d Mar. 1854.	1,499	1,499	Do.
Repairing the cross gutters	Emergent	168	167	Do.
MADURA.				
No Statement received from this District				
TINNEVELLY.				
Constructing a platform bridge of 30 vents over the Virdooputty river in the Sautoor Talook	1st Feb. 1853	8,725	8,243	
For regravelling road between Oopo-day and Covilputty in the Ottape-darum and Sauttoor Talooks. Or-dinary	24th June 1853.	2,226	2,187	
Raising and metalling road and con-structing pavements, &c., on do. between Oodacaraputty bridge and Sauttoor	30th Aug 1853	9,956	9,562	
Constructing a platform bridge of 15 vents over the Cathalt[illegible]ty stream and another of [illegible] ts across the supplying channel of Vuckhaharaputty tank in the above talook in lieu of single one of 22 vents across the former	By Government 26th Sept. 1853 & by the Board 22d May 1854	3,990	3,932	
Constructing a bridge of 9 arches over the Veypulputty river in the Sauttoor Talook	26th Sep. 1853 & 1st Nov. 1853	10,313	8,752	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
TINNEVELLY.—(*continued*)				
Constructing a bridge of 15 arches over the Sauttoor river in do.	26th Sep. 1853. & 1st Nov. 1853	24,621	17,841	
Do. a platform bridge of 14 vents over the Ausoor Oday in the Ottapedarum Talook........................	21st Dec. 1854	2,579	542	
Do. a do. of 3 vents over a jungle stream south of do. in do.	Do.	559	177	
Do. a bridge of 5 arches across the Numbeam river in the Vulleyoor Talook...........................	Do.	8,859	1,140	
Do. a do. of 6 vents over Odacaraputty stream in the Sauttoor Talook................................	15th Jan. 1855	1,119	569	
Raising road and constructing bridges &c., between Palamcottah in Nelliambalum Talook and Panagoody in Vulleyoor Talook..................	Do.	7,470	2,976	
Raising and metalling road and extending bridges, &c., between Shady Khan's Choultry and Solochenum Moodelyars bridge......	19th Feb. 1855.	1,695	1,157	
Ordinary repairs to portions of the above line of road between Ausoor Madum and Ooselumputty.........	Do.	2,702	765	
Raising and metalling road and constructing bridges and pavements, &c., between Sauttoor bungalow and Virdooputty......................	30th Oct. 1855.	24,745	......	Not commenced.
Raising road and constructing a platform bridge in the limits of Vaugeeolum in the Vulleyoor Talook Discretionary........................	....	241	241	
Raising and gravelling road in the limits of Gengegoondan in the Oottapedarum Talook...............	Emergent.	174	174	
Raising and gravelling road and constructing bridges between Kytam and Covilputty......................	Do.	843	797	
Constructing a platform bridge of 3 vents over the Sevalavancaul channel and constructing 4 tunnels on the road in the limits of Kadayanelloor in the Tencausey Talook.	From Funds raised by voluntary Subscription.	721	418	
Raising roads in the limits of Ellungee in the Tencausey Talook.........	Emergent.	322	237	

Sanctioned works.	Date of sanction.	Amount of Estimate.	Amount of work performed.	Remarks
1	2	3	4	5
TINNEVELLY.—(continued.)		Rs.	Rs.	
Constructing 2 sluices in the limits of Thondamcolum in the Tenecausey Talook	Discretionary.	59	59	
Do. a bridge over the Munaloor channel in the Sunkerninar Covil Talook	2d June 1855.	500	......	Not commenced.
Do. a platform bridge over the Paliemeaul channel in the limits of Therootthoo in the Vedoogranum Talook	10th July 1854.	336	336	
Do. a new line of road with Masoury works	13th Oct. 1856.	67,364	......	Deferred sanction.
Raising and repairing a bridge in the limits of Cundeapairy in the Nelliambalum Talook	Emergent.	420	226	
Gravelling road between Solachenum Moodeliar's bridge and Anoopoo Mundapum in the Nelliambalum Talook	Discretionary.	.. ...	558	
Re-constructing 2 platform bridges and 2 tunnels in the limits of Seethapudmanelloor and Poodoor in the Sherinmadavy Talook	10th July 1854.	1,360	1,177	
Raising road and extending a platform bridge in the limits of Klenjee Pranoor in the Tenecausey Talook	Emergent.	567	309	
Constructing 2 sluices in do. do.	Discretionary.	110	110	
Raising and gravelling road and constructing drains, bridges and tunnels on do. in the limits of Shenumadavy Nangoonairy and Vulleyoor Talook	10th Jan. 1853.	3,170	2,699	
Constructing a bridge of 36 × 9 across the Aloothakunneer river in the limits of Goonaramanell or in the Tenecausey Talook	15th Mar. 1854.	1,957	1,950	
Repairing road between Terookamungoody and Penagoody and constructing two pavements on do. in the limits of the Vulleyoor Talook	15th Jan. 1855.	938	791	
Constructing a revêtment of rough stone to the side of the road in the limits of Caroovalingcolum in the Nangoonairy Talook	Emergent.	214	206	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
TINNEVELLY —(continued.)		Rs.	Rs.	
Repairing certain small masonry works, &c. ...	Emergent.	405	237	
Raising and gravelling road in the limits of Panttaputtoo in the Nelliambalum Talook....	Do.	329	170	
Constructing a stone paved causeway across the surplus of Codumba tank in the Punjamhal Talook..	8th June 1853	1,687	1,687	
Raising and gravelling road in the limits of Ungamungalum in the Punjamhal Talook and in those of Thentherepairy and Alwartinnevelley in the Streevygoontum Talook.......	10th July 1854.	2,019	499	
Repairing road & plastering 3 tunnels	Emergent.	119	107	
Repairing road in the limits of Thentherepairy in the Streevygoontum Talook	Do.	42 336	82	
Do. do. in the limits of Caroongcolum in do. ...	Discretionary.	172	172	
Raising road and constructing bridges and tunnels on do. in the limits of Eroovuppapoorum and Palayacoil in Streevygoontum and Punjamhal Talooks respectively.........	9th Aug. 1853	929	925	
Repairing road near Eroovuppapoorum in Streevygoontum Talook..........	Emergent.	93	92	
Raising and gravelling road and constructing a bridge and a tunnel on do. in the limits of Veeraragavapoorum and Coolamanikapoorum in the Nelliambalum Talook..1,139 From funds procured by the sale of Avenue Clippings. . ... 380 From the Annual Discretionary Allowance.............. 31 — 411 728	20th Dec. 1853.	728	565	
Constructing a new road with masonry works between Trichendoor and Woodungoody in the Punjmhal Talook.....	15th Jan. 1855.	2,827	700	
Enlarging a bridge over the Cunnadien channel in the limits of Aurecassvanulloor in the Shermadavy Talook......................... 243 Deduct amount paid by the ryots. 121...	26th Jan. 1853.	122	122	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
TINNEVELLY.—(continued.)				
Raising and gravelling road through paddy fields and constructing a bridge and 3 tunnels on do. in the above limits... .. .. 1,376 Deduct amount paid by the ryots....... .. . .. 641 Do. procured by the Sale of Avenue Cuttings........ 95 736	26th Jan. 1853.	640	0	
Reconstructing a platform bridge over the Cunnadeyan channel in the Sherumadavy Talook .. 342 Deduct amount paid by the ryots.......... 171	12th Oct. 1855	171	0	Not commenced.
Raising and gravelling road in the limits of Cooroomboor in the Punjaahal Talook	Emergent.	351	51	
Constructing a new line of road with masonry works.	13th Oct. 1856.	69,935	0	Deferred sanction.
COIMBATORE.				
Closing breach of the Sunganoor jungle stream	6th Mar. 1855	2,351	2,351	Completed.
Metalling with Jelly on the above road	12th Apr. 1854	600	600	Do.
Do. do. do.	15th Mar 1855	1,800	1,800	Do.
Constructing a bridge over the Tappal Chavady Pullum	30th Oct. 1855.	2,170	0	Not commenced.
Do. a do. over the Yalashy Covil stream...............	Do.	3,770	0	Do.
Repairing road from Coimbatore to Walliar annual allowance from July 1854 to June 1855	1st July 185[illegible]	1,371	1,371	Completed.
Do. do. from July 1855 to June 1856	Do.	1,371	1,371	Do.
Amount appropriated for Dam works, &c. being the unexpended portion of the amount sanctioned for the construction of a bridge at Chinnanana Karay...........................	19th Aug 1851.	1,105	In progress.	
Metalling with Jelly from Coimbatore to Avenashy	14th Mar. 1854.	307	307	Completed.
Repairing road from the amount sanctioned for constructing a bridge near Chinnoempolliem	19th Aug. 1851.	1,005	In progress.	
Constructing a bridge near the 10th mile stone	25th May 1852	1,197	1,073	Completed.
Metalling with Jelly on the above road.	14th Mar. 1851	307	307	
Repairing road from Coimbatore to Avenashy	29th Dec. 1851	3,068	In progress.	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
COIMBATORE.—(continued.)				
Metalling with Jelly on the above road.	18th June 1852.	145	In progress.	
Repairing the road from the amount sanctioned for a bridge near Caroomuttumputhy.	19th Aug. 1854.	1,661	Do.	
Constructing a bridge and raising the road on the west side of Avenashy..	15th Dec. 1854.	3,169	Do.	
Do. do. and a drain near Puttoor Caray Pullum..	Do.	1,273	Do.	
Repairing road from Canayoor to Chittode in Trunk road, No. 5.	11th July 1853.	2,200	Do.	
Repairing road and constructing a bridge of one arch across the Jungle stream at Bellary.	27th May 1853.	1,775	Do.	
Annual allowance for the Guzzelhutty Ghaut from April 1850 to March 1853	28th March 1848	600	Do.	
Constructing a new road from the foot of the Hassanoor Ghaut to Valamoondy.	27th May 1853.	675	Do.	
Do. do. do.	Do.	2,213	Do.	
Constructing a bridge over the Conneeummen Covil Pullum.	6th Feb. 1855.	1,089	Do.	
Do. a bridge over the Nullaur the east of Cullaur.	Do.	918	Do.	
Re-constructing the Cullaur bridge..	8th March 1855	3,690	Do.	
Road leading from the Neilgherries to Trichinopoly in Cheyaur, Pulladum, Konghiem and Caroor Talooks and Pay of Superintendent, &c.	4th July 1854.	12,075	Do.	
Repairing road from Pulladum to Dharapoorum.	22nd Jan. 1852.	1,266	Do.	
Do. from Pullachee to Paulghaut...	20th May 1851.	2,161	2,161	Completed.
Metalling with Jelly and a drain on the above road.	29th March 1855	1,526	In progress.	
Repairing road and drain from Marchenaiken Polliem to Annamaly Bungalow.	20th Oct. 1853.	700	Do.	
Do. and constructing drains from Pullachee to Marchenaickenpolliem.	22nd Feb. 1853.	1,891	Do.	
Do. and do. from Marchenaickenpolliem to Cooppayaudy Pillay Tavallum Chuttrum.	Do.	3,208	Do.	
Constructing a drain of 2 vents and a bridge.	30th Oct. 1855.	900	Do.	Not commenced.

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work perform-ed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
COIMBATORE.—(*continued.*)				
Constructing a bridge of 3 arches over the Noyel river between Coimbatore and Sooloor on the road to Trichinopoly.	16th Jan. 1852.	4,513	3,957	Complet-ed.
Do. 2 bridges one at Chintamony and the other at Dary Pullum on the above road.................	19th Dec. 1854.	1,058	In pro-gress.	
Road leading from Trichinopoly via Hussanoor to Seeringapatam and Mysore..........................	8th Feb. 1853.	807	807	Complet-ed.
Repairing road between Hussanoor and Mysore limits............	30th June 1853.	9,550	In pro-gress.	
Clearing jungle on the Hussanoor Ghaut	1st Nov. 1852.	400	Do.	
Constructing a bridge over the Bhowany river at Suttiamungalum.........	30th June 1853.	16,029	Do.	
Do. a new road between Noyel and Maliempolliem......................	27th May 1854	2,236	Do.	
Repairing road and constructing 18 bridges and salary of Superintendent, &c.......	27th May 1853.	32,909	Do.	
Do. from Konghiem to Errode.......	12th April 1854.	1,000	Do.	
Do. do. to Parindooray.........	Do.	1,000	Do.	
Do. from Bhowany and Mayor Coodoothooray to Annoor....	Do.	2,000	Do.	
Constructing a bridge over the Nullah from the foot of Seegoor..............	21st March 1853	5,715	5,715	Complet-ed.
Clearing Jungle from Seegoor to Mysore..	10th June 1853	1,299	In pro-gress.	
Repairing road from the foot of Seegoor Ghaut to Chuckarullah...5,485 Pay of Superintendent of the above road.......................... 500 5,985 Deduct amount to be charged to the Malabar District....,....... 956	17th Feb. 1853. 15th April 1853.	5,029	5,029	Complet-ed.
Constructing road between Jackatalla and Ootacamund via Elk Hill Saddle.	6th Oct. 1853	7,550	In pro-gress.	
Completing the work.........	14th Sept. 1855	10,200	Do.	
Making a cut across the Kaity Ghaut.	6th Oct. 1853.	15,000	Do.	
For the above work below the Ghaut.	Do.	3,384	Do.	
Do. do.	19th Oct. 1855.	13,143	Do.	
Constructing road between Seegoor and at the foot..........	2nd Aug 1855.	8,886	Do.	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work performed.	Remarks
1	2	3	4	5
COIMBATORE—(continued.)		Rs.	Rs.	
Constructing a timber bridge between Kotagherry and Coonoor	20th Oct. 1853	587	In progress.	
Constructing 2 Timber bridges on the Seegoor Ghaut........................	Do.	318	172	One Bridge Complet-ed.
Repairing road from Seegoor to Teppacadavoo and purchasing Tools......	21st Mar. 1854	949	949	Complet-ed.
Annual allowance for repairing the Seegoor and Coonoor Ghauts and the Cantonment roads at Ootacamund..........................	14th Nov. 1845 7th May 1846 13th May 1848 21st Mar. 1854 and 2d August 1855.	6,800	6,800	Do.
Tracing new line of road from the foot of the Ghaut to Coonoor...........	5th Nov. 1853 12th Oct. 1855	6,000	In progress.	
Pay of Captain Hamilton Superintendent of the above road	20th Feb. 1854 30th Jan. 1855.	2,400	2,400	Do.
Repairing and Improving roads at Coonoor and Kotagherry......... ...	19th Dec. 1854	4,000	In progress.	
Repairing road from Ootacamund to Kotagherry.	15th do.	4,737	Do.	
Do. old road on the Coonoor Ghaut..	19th Mar. 1855	3,000	Do.	
Constructing 2 timber bridges on the Coonoor Ghaut...	26th May 1855.	2,056	Do.	Not commenced.
Do. a timber bridge across a Jungle stream at Coonoor..........	24th Feb. 1855.	915	Do.	
Repairing road from Coonoor to Jackatallah and the road leading to the Governor General's House at Coonoor.	7th May 1855	1,200	Do.	
For improving bridle path from Coonoor to Kotagherry	10th Aug. 1855.	600	Do.	
Repairing cross roads in the several Talooks (from Devastanum and Chuttrum funds.).........	16th May 1850 & 1st July 1851.	44,654	44,654	Complet-ed.
Constructing bridges on the above road from do...........................	Do.	5,726	In progress.	
SALEM.				
Teepoor Ghaut improvement............	4th April 1855.	3,451	3,586	
Repairing roads from Oosoor to Dharampoory from Royacottah to Kistnagherry and from Dharampoory to Kistnagherry.....	27th Feb. 1854	3,333	1,918	
High road from Salem to Cuddalore and from Salem to Trichinopoly..	9th Sept. 1854.	2,802	1,388	

Sanctioned works.	Date of sanction.	Amount of Estimate	Amount of work perform-ed.	Remarks
1	2	3	4	5
		Rs.	Rs.	
SALEM.—(*continued.*)				
Improvements proposed to the road between Namkul and Moganoor and between Salem and Trichinopoly...	19th Dec. 1851.	2,669	989	
Road from Salem to Nerinjeepett and from Yedapaudy to Nerinjeepett...	10th July 1854.	1,600	785	
CANARA.				
No Statement received from this District.				
MALABAR.				
No Statement received from this District.				

Central Office of P. W.
Fort Saint George,
2nd December, 1856.

C. E. FABER, Colonel
Chief Engineer

LIST OF SELECTIONS

FROM THE

RECORDS OF GOVERNMENT.

PARTS ALREADY PUBLISHED.

1854.

			Rs.	A.
1.	Report on the Navigation of the Godavery............	*Royal 8vo.* ..	1	0
2.	Report on the Government Central Museum...	*do.* ...	0	12
3.	Report on the Proposed Abolition of the Madras Mint (Re-printed)	*do.* ...	0	12
4.	Report on the Paumban Channel (Re-printed)	*do.* ...	0	8
5.	Collective Memorandum of Public Works in the Madras Presidency (Re-printed)	*do.* ...	1	0
6.	General Report of the Road Department	*do.* ...	1	0
7.	Report on the Swinging Festival and Walking through Fire	*do.* ...	0	10
8.	Report on the Proposed Plan for the Revenue Assessment of Kurnool in 1843 (Re-printed)..	*Royal 8vo.* ..	1	0
9.	Report on the Important Public Works for 1851...	*Royal 8vo.* ..	1	0
10.	Do. do. do. do. 1852...	*do.* ...	2	0

1855.

			Rs.	A.
1.	Report on Vaccination...................................	*do.* ...	0	10
2.	Memo. of Proceedings of the Madras Government in the Department of Education.....................	*Do. bound*....	5	0
3.	Report on the Navigation of the Godavery (Re-printed)	*Royal 8vo*....	1	0
4.	Major Maitland's School for the Instruction of the Artificers and Pupils at the Gun Carriage Manufactory....................	*do.* ...	1	8
5.	Report of the Annamullay Forests (Re-printed)....	*do.* ...	0	8
6.	Correspondence relative to Proposals for Organising Permanent Corps of Coolies for Employment on Road Works	*do.* ...	0	8
7.	Report on Civil Dispensaries (Re-printed)............	*do.* ..	0	8
8.	Report on District Roads..................................	*do.* ...	1	4
9.	Revenue Survey	*do.* ...	1	8
10.	Operations of the Indian Mints.............	*do.* ...	1	8
11.	Lieutenant O'Connell's Report on the Supply of Madras with Water, and the Improvement of the Drainage and Sewerage of Black Town...........	*do.* ...	2	0
12.	Reduction on the Revenue Assessment of North Arcot (Re-printed)..	*do.* ...	0	8
13.	General Report of the Road Department for 1854-55.	*do.* ...	0	12
14.	Report on the Medical Topography of the South Western Political Districts....	*do.* ...	0	4
15.	Reports on Important Public Works for 1853 (Re-printed)..	*do.* ...	1	4
16.	Memorandum on Salt............................	*do.* ...	2	10

No.	Title	Size	Rs.	A.
17.	Report on Public Instruction in the Madras Presidency for 1854-55	Royal 8vo...	2	8
18.	Report of the Railway Department for 1854	Royal 4to....	5	0
19.	Report on the Ports and Harbours of the Northern Circars, &c.	Royal 8vo....	2	0
20.	Report on Vaccination for 1854	do. ...	0	8
21.	Report on Civil Dispensaries for 1854	do. ...	0	8
22.	Papers relating to the Revision of the Land Revenue Assessment in South Arcot	do. ...	0	8
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